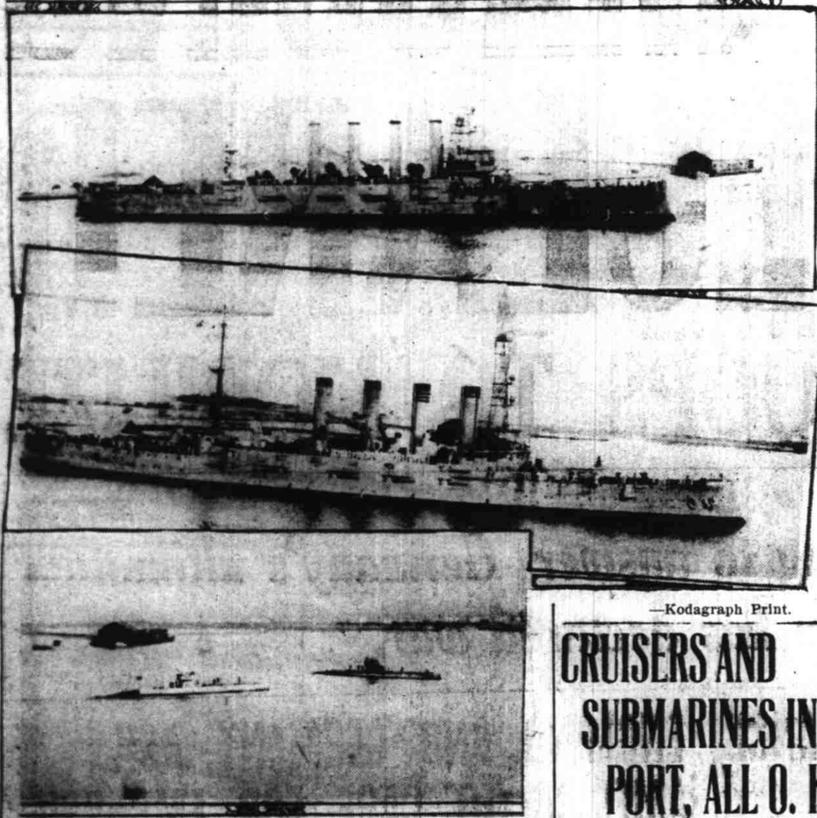


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Cruisers and Submarines Are in Port



Kodagraph Print.

Cruisers and submarines which arrived in Honolulu harbor this morning from San Francisco. Upper picture: Armored cruiser West Virginia. Below: Her sister ship, the South Dakota. Lower picture: the submarines F-1 and F-3.

CRUISERS AND SUBMARINES IN PORT, ALL O. K.

South Dakota and West Virginia Here With Their Charges—Trip Smooth

The armored cruisers South Dakota and West Virginia, with the submarines F-1 and F-3 in tow, arrived off port early this morning and docked without accident or incident. The South Dakota, Captain W. W. Gilmer commanding, is berthed at navy dock No. 1, with the two submarines on the other side of the slip. The West Virginia, Captain J. S. McKean, is at the Alakea wharf, Ewa side. Captain Gilmer is the senior officer with the ships.

The cruisers and the little underwater fighters had a smooth trip across, luckily for the latter, which are not meant for cruising.

The two cruisers are short of both officers and men, being included in the Pacific reserve fleet. They have been on the Mexican coast for many months, and the crew has had little or no shore liberty. The South Dakota will give shore liberty today and tomorrow, and the West Virginia as soon as she finishes coaling. No visitors were allowed aboard either cruiser this morning, and no announcement was made as to when the ships would be open to the general public. It is possible that the public will be allowed aboard tomorrow afternoon, but announcement will be made later as to this.

The visiting naval officers will be entertained tonight at the Moana Hotel at a dance which will be largely attended by local service and civilian society.

The Ess Dee, the monthly publication of the South Dakota, made its appearance this morning under Honolulu date line, with lots of live reading matter concerning Honolulu, and plenty of local ads. The publishers of this live ship's paper have outdone themselves this trip.

Chaplain Evans of the South Dakota has arranged for automobile trips for the men this afternoon and tomorrow, the tour being carefully arranged and tickets having been handed aboard ship.

The submarines carry one officer and 22 men each. Lieutenant C. E. Smith being in command of F-1 and also the 1st submarine division, consisting of four boats, all of which will eventually be stationed here. F-3 is commanded by Lieutenant L. F. Welch.

The divers were provisioned in Hawaiian, boats being lowered from the cruisers and fresh meat and vegetables being sent aboard in less than a quarter of an hour.

"It is not a bad trip across, as cruises in this class of vessels go," said Lieutenant Welch this morning. "We had good luck with the weather, and no accidents."

The submarines will remain for the present at the navy wharf, no arrangements having been made for berthing them at Pearl Harbor.

The West Virginia is coaling today and the South Dakota will coal Monday morning, each vessel needing about 1000 tons. The cruisers will sail for San Francisco Monday afternoon, and will make the return trip as soon as possible with the other two boats of the F group. They will be

PASSENGERS ARRIVED

Per S. S. Mauna Kea, Aug. 1. From Hilo—Jas Hodson, M. R. Monsarratt, R. D. McDonald, Miss A. Gay, Miss L. Lee, R. Codani, Miss D. E. McAtee, Miss Dobson, H. A. Carter, Wm. Armour, Mrs. G. A. Armour, Miss B. Armour, A. Armour, Miss Gary, Miss Carter, Miss L. L. Leggett, Miss L. Chapman, Miss E. Rainbolt, W. H. Cole, W. E. Case, A. H. Lambert, Max Greenbaugh, Miss McMiniman, L. R. Carruthers, Geo. S. Curry, Miss Churchill, Miss G. Halstead, Miss Bentley, S. Tsuchiya, J. K. Kalama, Lt. W. C. Rose, H. Kane, I. Isono, M. Kubo, J. R. Cayacob, wife and son. Capt. F. Berg, Alex Lindsay, Adam Lindsay, J. Chalmers, R. S. Blake, W. C. Kerr, R. S. Hosmer, Mrs. J. A. McLennan, Mrs. J. Ellis and daughter, Miss Lightfoot, W. H. Rice, Sr., C. A. Rice, J. A. Akina, C. Q. Yee Hop, W. Tia Yan, H. T. Osborne, R. M. P. Purvis, F. L. Berringer, R. C. Stackable, W. C. McCoy, C. M. Neal, G. Willifong, Mrs. Pavao, Masters Pavao (3), J. Quini, C. K. Nottley.

Mahukona—Mrs. F. Kiley Kawaihae—L. P. Scott, G. K. Larrico.

Lahaina—B. J. Guerrero, wife and daughter, Mrs. I. McDonald, P. A. Gorman, Y. Amoy, F. O. Boyer, T. B. Cockett, C. G. Norrie, Mrs. H. Churchill, E. E. Goo and wife, J. Ferreria, J. P. Kaonohi, E. Kamamunui, Misses Akeo (2), Miss Ah Loo.

LOCAL AND GENERAL

The case of Ah Chap, a Chinese, who has petitioned for attorney's fees, has been continued in the federal court until Monday.

A petition for discharge in bankruptcy, filed in the federal court by George W. Willifong, this morning was approved by Judge Charles F. Clemons.

The case of the Honolulu Electric Company, applicant for a petition for discharge in bankruptcy, has been continued for two weeks in the federal court.

A meeting of the members of Scheffeld Lodge, F. & A. M., has been called for 7:30 o'clock this evening at Lilehua. There will be work in the third degree.

The members of Honolulu Lodge No. 616, B. P. O. E., last night initiated three new members into the local order. The initiation ceremonies were followed by a social session.

The roof of one of the cottages of the Salvation Army Home, Manoa, was blown off by the high wind which prevailed in that district yesterday. The damage is estimated at \$250. Temporary quarters have been found for the 12 children who were housed in the cottage.

Owing to the absence on the mainland of R. W. Shingle, A. N. Campbell has been appointed chairman of the committee investigating the feasibility of an amusement pier at Waikiki. The appointment was made by Emil A. Berndt, chairman of the Promotion Committee.

Emphatic protests are forthcoming from Kalia residents owing to the application by the committee in charge for a license to sell beer at the feast of the Lady of the Mount, which is to be held in the upper part of the valley August 15 and 16. The protesting residents may take the matter before Bishop Libert.

K. Matsumoto, a Japanese caught at the Waikaele stealing, is to be returned to Hilo this afternoon. He is wanted there for robbery and it is understood he admits his guilt. Matsumoto stole clothes and \$20 from laborers at the mill. He was put under arrest by Captain of Detectives McDuffie who communicated with the Hilo authorities.

VESSLS TO AND FROM THE ISLANDS

Saturday, August 1.
HILO—Sailed, July 30, yacht Niagara, for Mexico.

Aerogram.
S. S. Shinyo Maru arrives from Yokohama Tuesday p. m., and proceeds to San Francisco Wednesday.
S. S. Wilhelmina arrives from San Francisco Tuesday morning with 70 cabin and 25 steerage passengers; 204 bags mail, 121 packages express matter, 5 automobiles, 3319 tons cargo. For Hilo, 225 tons cargo.

P. C. JONES ARRIVES IN SAN FRANCISCO NOW OFF TO VISIT BOSTON

P. C. Jones, for the past 40 years trustee of Oahu College and who recently departed for the mainland for his first vacation in several years, now is speeding to Boston, Mass., in company with his daughter, Mrs. A. Gartley, according to the San Francisco Chronicle. Mr. Jones arrived in San Francisco on the Wilhelmina July 21 and left almost immediately for the East.

The Chronicle says: "Mr. Jones is making his annual effort to break all records for speed between Honolulu and Boston, Mass. His best time, nine and a half days, was made two years ago after nearly 30 trips. The fact that the Wilhelmina was seven hours late in docking prevented him from getting the morning train, but by close connections he hopes to make up the lost time and establish a new record."

IN FRONT.
"A camel can go six weeks without a drink," says an exchange. Hitch him to the water wagon.—Washington Star.

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DR. V. S. CLARK TALKS OF HAWAII IN THE OUTLOOK

Social, Industrial, Racial Conditions Here Discussed—Striking Comments

Dr. Victor S. Clark, former commissioner of immigration for the territory and now associated with the Carnegie Institution of Washington, has written in the July 25 number of The Outlook a long article on Hawaii.

It deals with social and industrial facts and some of his comments are extremely interesting. He writes in part:

The Japanese and Race.
"Towards this problem a repressive policy is not desirable. Undoubtedly further labor immigration should be discouraged, as more likely in the long run to complicate than facilitate the good relations of Japan and the United States. It is common prudence to keep a sharp eye on all alien nationalities settling in large numbers at a point of such critical importance as Hawaii. But that country is destined by its location to be cosmopolitan. The very conditions that make it important strategically make it important commercially, and the commerce of the Pacific will bring together more intimately the Japanese and the rest of the world than in the past people of different races and civilizations. The Japanese in Hawaii already recognize that the territory affords living conditions better than those of their own country; it is to our interest to convince them that it also affords political advantages over Japan itself.

"However, the very possibility of adopting a liberal policy toward the present alien population of Hawaii is conditioned upon our adopting a policy corrective of present conditions towards future immigration. And here we approach the difficult question of equating industrial and political interests. Under the kingdom and republic immigration was promoted in order to secure cheap labor. During the twelve years of American administration this policy has been allowed to continue. To this kind of immigration are due most of the purely civic problems that now embarrass us in Hawaii. Yet the ability of the territory to attract future immigration, and thereby to modify so far as may be the character of the population, is conditioned in no small degree by the continued prosperity of the very industries that have been erected upon imported labor. Were the sugar plantations, for instance, to be ruined by natural calamity or hostile legislation, it would not be the Asiatics but the Caucasians who would withdraw in relatively large numbers from the islands.

To the writer it appears that there is no opposition between the civic interests of the territory and the military interests of the nation; that Hawaii will attain maximum strategic strength inhabited by a prosperous population of self-governing American citizens, raising food for themselves and the island garrisons, and in case of need, rendering actual military aid in defense of the country. Under the dominance of one or two staple industries Hawaii now imports much of its provisions, and its landless laborers do not impress one as likely American soldiers. However, a successful policy must be constructive, and cannot be erected on the ruin of existing industries. While the present restriction on the immigration of Chinese, Japanese and Koreans should continue, and it is of doubtful advisability to load up the territory with Filipinos—who lower social and civic standards and lessen strategic strength by displacing better people—it should be made as easy as possible for some years to come to assist immigration from Europe. Hawaii should be exempted from any provisions as to literacy that may be imposed upon immigrants to the mainland, because at present it draws its best settlers and laborers from the rural districts of countries where there are few school opportunities. It may seem contradictory to set a low immigration standard in order to strengthen democratic government, but the territory brings only families from Europe, not transient single laborers, and experience shows that the children are more important than the parents as material citizens. Large immigrant families remain in Hawaii more permanently than unmarried men and childless families, who speed away to California to seek adventure and see the world. There are good public schools, with compulsory attendance; and practically all young people who have passed their childhood in Hawaii can read and write. Among the younger immigrants the American language works as actively as upon the mainland. Both Latins and Slavs have a high fecundity, and their children, bred in the sunshine and sea breezes of Hawaii's open-air climate, afford better material for nation-building than the descendants of industrial workers in crowded eastern cities.

BOY SCOUTS TO SEE FOUNTAIN IS KEPT CLEAR

The Boy Scouts of Honolulu have been unofficially detailed as board of health inspectors—without pay. Upon their own initiative, they are going to see that the public drinking fountain at Hotel and Alakea streets, opposite the Young Men's Christian Association, is kept clean and free from abuse by small newboys and other persons inclined to disregard public safety.

Through arrangements made by Commissioner James A. Wilder and Scoutmaster Harry S. Hayward, two boy scouts will be detailed each week to guard over the fountain until action is taken in the matter by the board of health. There has been considerable agitation started regarding the fountain, the claim being that it is insanitary and dangerous to the users.

LOCAL ARMY OFFICERS WILL NOT VENTURE ANY COMMENT ON SITUATION

General Carter and other army officers received the news of Germany's war declaration through the Star-Bulletin, and showed intense interest, but none would venture comment on the situation. It is the unofficial opinion of some officers that this will be merely a war of Teuton against Slav, and that other European nations may manage to keep out of the broil.

STEWART ANNOUNCES HIS CANDIDACY

To the voters of the City and County of Honolulu:
The undersigned takes this opportunity to announce to the voting public that he is a candidate for the office of supervisor and will seek nomination as a Democrat at the primary election.

In asking you for your support I pledge myself to work for an honest and practical administration, and will advocate the building of concrete sidewalks for the poor.

Respectfully,
DAVID LOLENA STEWARD.
5921-11

DOCKING A BIG VESSEL IN NEW YORK CITY

When the new Cunard liner, the 901-ft. Aquitania, one of the largest and finest ships in the world, finished its maiden trip across the Atlantic from Liverpool with 1,072 passengers on board, June 5, 1914, it was required, before being allowed to enter New York harbor and tie up at its dock, to undergo the same rigid quarantine and customs inspections and to follow exactly the same procedure as if it had been the most insignificant tramp steamer. The formalities connected with getting into port, of which the case of the Aquitania is only an illustration on a large scale, are described in a handsomely illustrated article appearing in the August Popular Mechanics Magazine. The work is handled by men who are highly trained and it is ordinarily carried out in an astonishingly short time, even with the biggest ships, considering the amount of work that is done.

Every ship coming into New York harbor from a foreign port must lie to or anchor off the quarantine station situated on Staten Island just inside the limits of the Lower Bay, and must remain in that position until it has been inspected and given a clean bill of health by the health officer of the port. One of the rules of the harbor is that the quarantine boat come up to an incoming vessel on the port side. A careful examination is made by the quarantine officers to discover any cases of contagious disease, and if any are discovered, the infected passengers, as well as all those who have been exposed, are taken to the detention hospital on Hoffman's Island, in the Lower Bay, while the ship itself may be held in quarantine for several days or even weeks, if cholera, yellow fever or other epidemic diseases are discovered. Until this examination is finished no person other than the health officers is allowed to board or leave the vessel, the restriction applying even to the customs officers.

The last incident before docking is the arrival of the post-office boat, which meets the incoming ship as it enters the Hudson River, takes off all the first-class mail and rushes it to the post-office in New York city. The mail transfer is not allowed to interfere in any way with the progress of the ship, as the post-office boat is simply taken in tow and the transfer is made as the ship steams up the river.

ELECTION NEAR COMMISSION

Almost 200 election inspectors will have their commissions signed by Governor Pinkham next week.

The list has already been made out by Secretary Thayer and the commissions are being drawn up.

The commissioners on Maui were appointed some time ago on account of the plebiscite, but all the other islands are included in this list of about 200 inspectors.

They receive \$10 a day for each election day. As there will be a primary as well as a general election this year, each commissioner will get \$20. There are three to each precinct. Consequently it will cost the territory \$5400 for the inspectors alone, and the amount must come out of the \$10,000 election expense appropriation.

Nile Departs for Orient

The Pacific Mail steamer Nile departed at 10 o'clock this morning for the Orient, having on board 25 cabin passengers and 1200 tons of cargo destined for eastern points. The Nile received 600 tons of bunker coal during her stay here. A large number of Asiatic steamer passengers joined the ship at this port.

Keel Off for Fanning

Delayed several hours in sailing, it is said, owing to the disquieting European war news received here yesterday, the little steamer Keel Off cleared for Fanning Island shortly after 11 o'clock this morning. The steamer carried a large cargo of provisions and sundries for the residents at the cable station.

The strong blow of yesterday afternoon came near resulting in a great deal of damage at the peninsula yesterday.

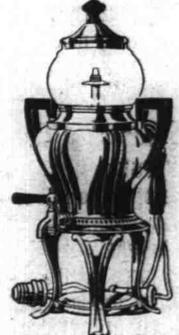
As it was, Judge Whitney's pier was tipped up and washed away, the waves breaking high over it. Judge Cooper's little vessel Laka was dragged some distance, her anchors being unable to hold her fast.

The wind came up suddenly and after blowing terrifically for a time, abated suddenly.

Alice Cooke Brining Lumber. According to advices received here by its agents, the schooner Alice Cooke sailed from Puget Sound for Hawaii yesterday, having on board 1,000,000 feet of lumber consigned to Lewers & Cooke.

Texan's Monday Arrival

The American-Hawaiian steamer Texan, bound for Hawaii from San Francisco, reported as being 896 miles from this port. She is due in Honolulu early Monday morning.



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PASSENGERS DEPARTED

Per str. Claudine, for Maui, July 31.
Mrs. W. G. Foster, Miss Elsie, Miss F. Abbey, Val Marcallino, Miss D. Pereira, A. C. Pereira, Lieutenant Kalojinski, J. M. Whitteck, William Bellinger, P. J. Coddington, Miss Ethel Harvey, Mrs. F. E. Harvey, Mrs. Silva, Frank Silva, A. Sullivan, Mrs. P. Solomon, Mrs. Souza, Miss Canbra.