

MAILS
From San Francisco
Mongolia, Sept. 3.
From San Francisco:
Siberia, Sept. 7.
From Vancouver:
Makura, Sept. 8.
From Vancouver:
Niagara, Sept. 17.

Honolulu Star-Bulletin

2:30
Edition

Evening Bulletin, Est. 1882, No. 6256
Hawaiian Star, Vol. XXIII, No. 7297

12 PAGES—HONOLULU, TERRITORY OF HAWAII, TUESDAY, AUGUST 31, 1915.—12 PAGES.

PRICE FIVE CENTS

SEARCHERS IN HULL OF F-4 FIND BODIES; ONE SOON IDENTIFIED

REMAINS IN SUBMARINE LOCATED

Solemn Quest for Men Entombed in Diver Bears Fruit in Identification of George T. Ashcroft Shortly Before Noon

NO CONCLUSIONS AS TO CAUSE OF ACCIDENT

Gaping Hole in Hull and Bent-in Plates, Debris Inside, All Being Examined; Special Board Holds Brief Session to Begin Systematization of Notes

[Associated Press by Federal Wireless]
WASHINGTON, D. C., Aug. 31.—The navy department has instructed the special naval board examining the F-4 to exhaust all possible clues to determine the cause of disaster. No officials do not fear whatever revelations may be made.

The sea gave up the dead of the submarine F-4 today.

Hopeful against hope that their sad errand might be crowned with success, navy officers and enlisted men entered the hulk and torn hull on the inter-island drydock this morning and began their search for what might remain mortal of the 21 who went down to death last March 25.

Their search is being rewarded. At noon the remains of one crew member, George T. Ashcroft, gunner's mate, first class, who was from Los Angeles, were identified beyond reasonable doubt.

Other evidence of bodies are being found but not sufficiently to establish identification. And yet there is hope that before the task is finished, more of the brave men of the F-4 will be identified.

All that made possible the identification of the skull of Gunner's Mate Ashcroft was a gold plate and bridge work found in a little pile of sand a few inches from a portion of Ashcroft's skull hardly larger than an orange. It was the only body identified up to this afternoon.

Dental records of all the submarine's crew made it a matter of only a few minutes to identify the plate and fit it to the jawbone. Dr. H. C. Curl, chief surgeon of the U. S. cruiser Maryland, by comparing the gold plate with the description of it in the dental record, proved without question that it came from Ashcroft's skull.

The piece of skull and upper jawbone lying close to the gold dental plate were hardly larger than an orange or a small saucer. No skeleton was near the plate, only fragments of bones, with here and there fragments of flesh. The skull identified by means of the dental work as Ashcroft's was not intact, but consisted only of the upper forward portion. The rest was missing.

This important and single piece of identification was made shortly before 11 o'clock today. The plate and portion of skull were found half-buried in a little pile of sand on the floor at the forward end of the submarine's middle compartment, where the great gash was torn in the F-4's side when the cables cut through as an attempt was being made last May to tow her to shore.

The morning's work brought no other reward, so far as identifying the little left of the bodies, than the finding of Ashcroft's skull. There were no shreds of uniform near the remains, according to Lieut. K. B. Crittenden, commander of the submarine flotilla. "We found nothing else this morning to enable us to identify any others of the crew," he said. "There were just a few bones here and there no articulated skeletons."

Shortly before noon, the bulkheads leading to the engine room were opened, but such a rush of tainted air met the officers and workmen that the compartment had to be left alone while waiting for the air to purify.

An oxy-acetylene cutting torch was brought into use this morning, cutting holes in the forward compartment of the submarine. The steel doors wedged as a result of the wreck and salvage operations and could not be opened except by cutting them away, which the torch is doing much faster than by any other method. This compartment should yield up its secrets late this afternoon.

Four navy physicians worked this morning with the Alert's crew and the men of the F flotilla, in clearing away

(Continued on page two)

Iron Fence

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Gaping Hole In Side of Submarine Shown as Battered Vessel Lies on Drydock



F-4 LIFTED FROM SEA INTO DRYDOCK LAST NIGHT; BOARD MAKES INSPECTION

Submarine Comes to Surface While Curious Crowd Watches After Sunken Vessel is Raised in Drydock Reveals no Bodies

At 8 o'clock this morning navy men began groping in the battered hulk of the submarine F-4 for what human trace of her 21 men may be found after five months and five days of submergence in the sea.

Lifted out of the harbor waters last night upon the inter-island drydock, after being towed from Quarantine wharf, the submarine came to the surface at 11:45 o'clock for the first time since the morning of March 25, when she sank in a practice dive off Honolulu and failed to come up.

Two hours after she began to rise on the slow-lifting bed of the drydock, the special navy examining board—Admiral Boush, Lieut.-comdr. Furer and Lieut. Crittenden, commanding the submarine flotilla—entered through a great gaping hole well up forward the torn shell which confined Lieut. Ede and his crew. It was then long after midnight but a large crowd, sympathetic, morbid, curious, loitering, still walked upon the wharf and vantage points surrounding the dock. The crowd remained until somewhat more than half an hour later the brief preliminary examination was concluded. Almost instantly the news ran through the throng that no trace of the men had been found in the hull. And immediately the people hurried away. Work was discontinued for the night, to be taken up again at 8 this morning.

Last evening saw the final stage of the F-4's raising, a feat that has called for the utmost of courage and endurance, for engineering skill, for inventiveness and most of all for rare persistence and optimism on the part of the navy men. When just before midnight the receding waters revealed the giant, twisted steel hull of the survivor, the culminating point of five months of salvage work was reached—and reached successfully. The F-4 was raised and in drydock and there remained then the scant hope of finding inside some human remnant to give burial to, and some evidence of the cause of a naval tragedy that stands sadly unique in American naval history.

No Hitch in Final Stage. There was not a hitch in the final stage of the work once it was started. Yesterday afternoon, as told by the Star-Bulletin at that time, it was believed the drydock would be clear by 5 o'clock of the three barges which were on for repairs and the hope then was that between 5 and 6 the submarine could be towed across the harbor

(Continued on page three)

THE MEN WHO PERISHED IN THE F-4

LIEUT. ALFRED L. EDE, commander.
ENSIGN TIMOTHY A. PARKER.
FRANK C. PIERARD, chief gunner's mate.
HENRY A. WITHERS, gunner's mate.
HORACE L. MOORE, gunner's mate.
GEORGE T. ASHCROFT, gunner's mate.
CLARK G. BUCK, gunner's mate.
ARCHIE H. LUNGER, gunner's mate.
HARLEY COLWELL, chief electrician.
ALISTON H. GRINDLE, chief electrician.
GEORGE L. DEETH, electrician.
ALBERT F. JENNIE, electrician.
WILLIAM S. NELSON, chief machinist's mate.
EDWIN S. HILL, machinist's mate.
IVAN L. MAHAN, machinist's mate.
WALTER F. COVINGTON, machinist's mate.
FRANCIS M. HUGHSON, machinist's mate.
CHARLES H. WELLS, machinist's mate.
ERNEST C. GAUVIN, machinist's mate.
FRANK N. HERZOG, electrician.
FREDERICK GILMAN, gunner's mate.

CALIFORNIA POWDER TRAIN EXPLODES AND THREE MEN ARE KILLED

[Associated Press by Federal Wireless]
PINOLE, California, August 31.—By the derailing of a train at the powder plant of the Hercules company, a few miles from here, a load of 7000 pounds of dynamite exploded. The engineer and fireman of the train and a laborer were killed.

The Hercules company is said to be controlled by the Dupont company, the eastern arms and ammunition firm.

WELCOME TAISEI MARU MEN

[Nippu Jiji by Federal Wireless]
SAN FRANCISCO, August 31.—Officers and crew of the training ship Taisei Maru, are to be welcomed today by a great crowd of Japanese at the Buddhist temple in this city.

DEATH CLAIMS MRS. LYDIA COAN AT AGE OF EIGHTY

Was Born in Islands in 1834, and Was First Principal of Kawaihae Seminary

Word was received this afternoon just as the first edition of the Star-Bulletin was going to press of the death of Mrs. Lydia Bingham Coan, widow of the celebrated missionary, Rev. Titus Coan. Death resulted from the after-effects of an attack of pneumonia.

Mrs. Coan was 81 years of age, and was the first principal of Kawaihae Seminary. She celebrated her eightieth birthday anniversary last Christmas. She was born in Honolulu on December 25, 1834, and was the youngest child of Rev. and Mrs. Hiram Bingham, who came to the islands for the first time in 1820.

She received her education in the United States and, after teaching in the East for some years, returned to Hawaii in 1867, to become principal of the Kawaihae female seminary. She held this position for six years.

On October 13, 1873, she married Rev. Titus Coan, who died in Hilo in December, 1882. Since 1882, Mrs. Coan has lived continuously in Honolulu. The news of Mrs. Coan's death will come as a severe shock to Honolulu's especially to kamaianas. In spite of her advanced age she took an active part in mission and church work, and was known and loved for her kindness and generosity.

CAPTAIN OF BIG CRUISER SENDS ALOHA TO CITY

[Associated Press by Federal Wireless]
BROOKLYN, N. Y., August 31.—Senator Ben Tillman of South Carolina today inspected the submarine U-2 and the Edison batteries of the K-6, descending in both.

Luggage of the 20 army officers sailing on the cruiser because the transport is too crowded, made Pier 6 look like a passenger vessel dock.

"I wish you would tell my friends here that I appreciate their kindness to me," said Capt. Sumner E. W. Kirtelle at noon. "I am not able to say goodbye to them all but have sent phone messages to all I could reach. I should like to thank the harbor board for allowing the Maryland the use of dock space. Chairman Forbes and the other members of the harbor commission have been extremely courteous to us and we appreciate it."

WYOMING MOURNS PERSHING DEATHS

All Over State Business is Suspended While Funeral Takes Place at Warren Home

[Associated Press by Federal Wireless]
CHEYENNE, Wyoming, August 31.—All over Wyoming today business in the cities and towns was suspended and activities ceased while the funeral of Mrs. J. J. Pershing, wife of Brig.-Gen. Pershing, and their three children took place. Mrs. Pershing, the daughter of Senator Warren of Wyoming, and her children were suffocated to death in a fire at the Presidio, San Francisco, last week. A cortege wound from the train, which brought the bodies, to the Warren home. The bodies were viewed by hundreds of friends. They will be buried in one grave at Lakeview.

JAMAICA STORM DAMAGE LARGE

[Associated Press by Federal Wireless]
KINGSTON, Jamaica, August 31.—Official news of the hurricane at Cayman Brac, the British-owned island near here, says: "Two hundred houses and 98 per cent of the coconuts are gone. The postoffice, customs house and court-house have been torn from their foundations. At least 1500 are destitute. The steamer Cunco has been lost and two persons are known to be dead."

SENATOR TILLMAN GOES DOWN IN SUBMARINES

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GERMAN ADVANCE ON GRODNO STEADY; ALLIES LOSE BATTLE AT GALLIPOLI

Turks Said to Have Won at Seddul Bahr—Other News From the War Zones—Allied Submarine Shatters Constantinople Bridge—Strike of Wales Coal Miners Has Been Settled

[Associated Press Service by Federal Wireless]
LONDON, England, August 31.—The German advance upon Grodno, the stronghold which defends the road to Petrograd, is steady and there are fears that the fortress cannot hold out. The Germans are approaching from the east and southwest.

At the Stripa river the Russians have stopped the enemy's progress.

Wales Coal Miners Claim Victory

LONDON, England, August 31.—The strike of Wales coal miners has been settled. The terms of the settlement are not made public. The miners say their demands have been granted.

Turks Said To Have Won Battle

LONDON, England, August 31.—According to reports here the Turks have defeated the Allied forces at Seddul Bahr, Gallipoli peninsula.

ALASKA FREIGHTER SINKS IN SPITE OF EFFORTS TO TOW HER TO THE BEACH

[Associated Press by Federal Wireless]
SEATTLE, Wash., August 31.—The Alaska Steamship Company's freight steamer Edith is sinking, the loss being \$250,000. The crew abandoned the vessel yesterday. The steamer Hinchinbrook and Mariposa took the vessel in tow but later dropped their lines, finding the vessel continuing to sink.

TOKIO'S FORMER MAYOR INVITED TO TALK AT BIG PEACE CONFERENCE

[Nippu Jiji by Federal Wireless]
SAN FRANCISCO, Aug. 31.—Baron Y. Sakatani, former mayor of Tokio and Dr. I. Nitobe, professor at the Imperial university, have been invited to speak at the International Peace Congress which is to be held at the Panama-Pacific exposition from October 10 to 13, inclusive.

Francis Preen, a well known Waterbury merchant, died in Bermuda, while on a vacation.

An order for 5,935 passenger and freight cars, to cost about \$2,000,000, was received by the Pittsburgh Trade Commission from France.

ITALIANS TAKE TOWN

[Special Star-Bulletin Correspondent]
LONDON, England, August 31.—An air raid on Ghent by the Allies, bombs were dropped on a harbor where the German military aviation kept their aircraft, and the harbor destroyed.

LONDON, England, August 31.—The Italians have taken Gela, Sicily from the Austrians.