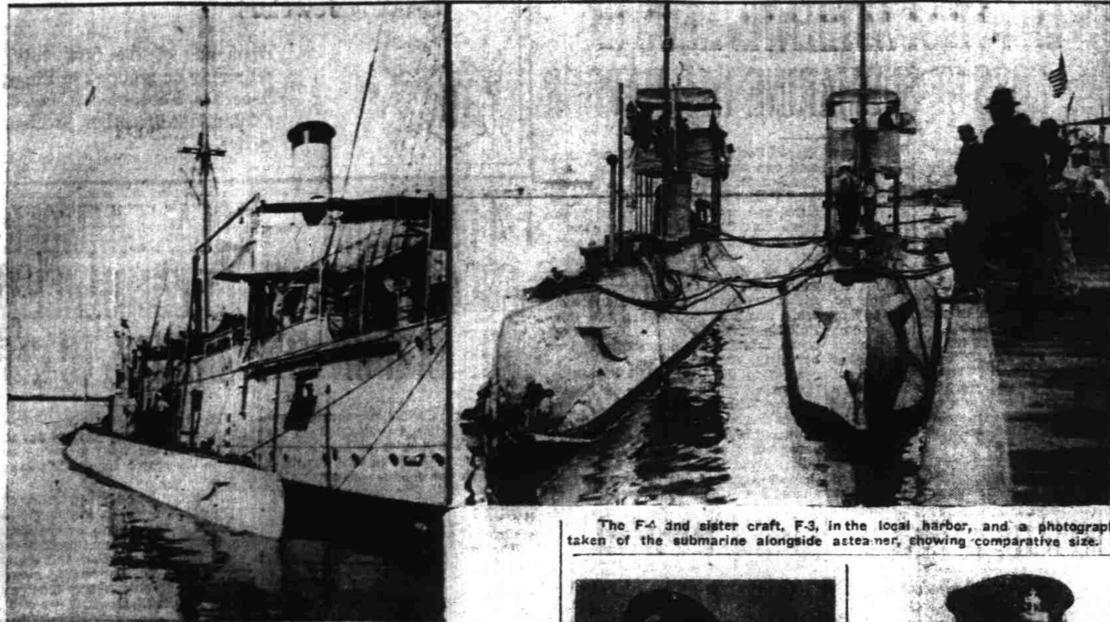


# CITY STIRRED WITH DEEP SYMPATHY FOR MEN ON THE LOST SUBMARINE



The F-4 and sister craft, F-3, in the local harbor, and a photograph taken of the submarine alongside steamer, showing comparative size.



Six of the crew of the F-4 are shown in the photograph above. Reading from left to right, the men are: standing: No. 2—Archie Lunger of the F-4, Hardisty, Koellin, Renderis, Colwell of the F-4, Saar, Edwin S. Hill, George L. Deeth and Francis M. Hughson of the F-4. Sitting—Messing, Wiesbrun, F. C. Pierard of the F-4, Evans, diver.

## SEARCH FOR SUBMARINE KEPT UP ALL LAST NIGHT AND THROUGH DAY

(Continued from page one)

limit of time that the crew of the sunken boat might remain alive. This being the case, the search work will probably be further systematized so that it can be efficiently continued.

### OFFICER WAVED FAREWELL.

When the unlucky F-4 was last seen, she was just leaving the harbor for the routine diving practice, and comments were made as to the excellent way she was trimmed and her general handling. As the F-4 left the harbor, the F-1 was coming in from the morning's work, and the two under-water fighters passed close aboard, the outgoing boat being submerged with only her periscope showing, while the F-1 was on the surface. Ensign Harry R. Bogusch was on deck of the F-1, and after noting that the periscope of the F-4 was trained directly on him, he waved his hat in greeting, at the same time making the remark to a companion that the F-4 was well-trimmed. This was the last sight of the sunken submarine.

It was not until about 11:30 yesterday morning that the absence of the F-4 was remarked. It was then suggested that she might have met with some engine trouble, and a small boat was sent out with instructions to locate her. As the minutes passed and no sign of the F-4 was reported, anxiety grew into alarm, and a general search was instituted soon after noon. The work was quickly organized and apportioned, and it is agreed that everything possible has been and is being done to locate the boat outside of aerial reconnaissance before mention.

### DIVERS' HEROISM.

Two navy divers, G. H. Evans of the F-3, and Jack Agraz of the F-1, gave an exhibition of nerve and daring yesterday that indicated the spirit which directs the work of rescue. The opportunity to show their heroism came to these two men, who had the technical skill to meet the emergency, but probably any sailor in the flotilla would have taken his chance as gladly had it been in his particular line.

Evans and Agraz set new marks for deep sea diving with the protection of only a helmet. Evans went down to a depth of 300 feet three times, being raised almost unconscious after each submergence. Agraz went down twice to an only slightly lesser depth. Both men were completely exhausted by their work and yet both were eager to continue it. However, it was impossible for the divers to make out objects at that depth and, with no certain knowledge of where the F-4 lay, diving was discontinued for the time being.

### ADMIRAL VIEWS WORK.

The actual work of searching for the F-4 is being directed by Lieut. Charles E. Smith, commanding the submarine division, from the tender Alert. Rear-admiral C. B. T. Moore, naval commandant in Hawaii, arrived at the local naval station from Pearl Harbor early this morning and was in

constant touch with the work from the shore end.

"I know nothing more than the public knows," said the admiral this morning. "We are working and hoping. If we can locate the submarine we can raise her."

Asked whether there was any salvage appliance that would have to be secured away from here, Admiral Moore answered in the negative.

The navy department was notified as soon as the loss of the F-4 was definitely known, and it is understood several official cables have come in reply. The contents of these are not made public.

## STAR-BULLETIN FINDS BALLOON WHICH MAY BE USED IN HUNT

The Star-Bulletin today located a captive balloon in Honolulu which has been offered to the naval authorities in case it can be of use in a flight over the sea to find the F-4.

The balloon was brought here by Capt. Van Tassel but never put to use. It is now owned by Joel C. Cohen of the Consolidated Amusement Company. Through the Star-Bulletin he offered the use of the balloon free if the navy authorities wish to use it. The Star-Bulletin communicated to Admiral Moore today the fact of the balloon being available and the navy authorities have the matter under consideration.

## ENORMOUS PRESSURE ON SUBMARINE'S SIDES

If the estimate of 300 feet as the depth at which the F-4 is imprisoned is correct, the little craft has for 24 hours been resisting a pressure of 133.2 pounds on every square inch of its outer surface. This is in addition to the atmospheric pressure.

The pressure at 100 feet under water is 44.4 pounds per square inch. At 200 feet it is 88.8 pounds. These figures were worked out for the Star-Bulletin at the College of Hawaii.

If the rumor that the submarine lies at a depth of 145 fathoms is true, it has to meet a pressure of 336 pounds.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY



Frank C. Pierard, chief gunner's mate, married, twin children.



William S. Nelson, chief machinist's mate, married.

## F-4 CAME HERE FROM SEATTLE; ARRIVED AUG. 24

Cruisers Towed Two Little Craft Here Safely Together From San Francisco

### MUCH PRACTICAL WORK IN MANEUVERING DONE

### Men of Fleet Have Been Busy Perfecting Skill and Knowledge of Local Conditions

Submarine F-4 was completed at Seattle in April, 1914. Leaving San Francisco with the F-2, in tow of the cruisers South Dakota and West Virginia, on August 16, she arrived at Honolulu on the morning of August 24. These two submarines were the second pair of group F to arrive here, the F-1 and F-3 having arrived in tow of the same cruisers on August 1. The "mother ship" of the group, the tender Alert, arrived on August 5. Pearl Harbor naval station being unprepared to accommodate the diving flotilla, the vessels made Honolulu their base of tactics.

Both the F-1 and the F-3 were adrift for short periods on the voyage down—the former just out of San Francisco and the latter when the trip was about a third over. "A safety device," said the Star-Bulletin report, "for freeing the vessels in case of danger, worked of its own accord, and the little vessel waded around for some time before another line was got aboard." The voyage of the F-2 and F-4, however, was made without accident or incident. There was no trouble whatever with the submarines.

What was considered a wireless record for daytime transmission was made by the West Virginia while towing one of the first pair, in sending a message to Honolulu from a distance of 1675 miles.

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

A Star-Bulletin report of the arrival of the first two submarines stated that there was a special incentive for submarine crews to keep busy in the form of a bonus to each member of the crew for every submerged cruise up to 15 a month. "A dollar a dive, and six months' pay if you never come up," was the way one under-water sailor put it to the reporter.

Little time was lost by the F submarines in beginning practical maneuvers. On December 15 the F-1 and F-2 returned to the side of the Alert in dock after completing their semi-annual 48-hour test run. They had made a rough trip of more than 500 miles among the islands, running with the decks awash and only the temporary bridge visible. A satisfactory test was also made of the wireless apparatus of the boats. On the day just mentioned the F-3 and F-4 left



Archie H. Lunger, gunner's mate, recently married.

on a similar test run, returning on the 17th after 48 hours of continuous cruising, of which it was reported that "everything worked like clock-work during the entire run."

On December 4 another submarine arrived here from San Francisco, being cradled on the forward deck of the naval collier Hector. This vessel is of about 130 tons, a much smaller type of diving boat than its four predecessors but more heavily armored.

F-3 brought with it to Honolulu a bronze trophy, showing that it held the national record for submarine work in competition with the divisions of the Atlantic and Asiatic stations.

## THOUSANDS VISIT WATERFRONT FOR GLIMPSE OF HUNT

Necessary For Guard to Be Established on Naval Wharves to Keep Out Curious

Thousands of Honoluluans crowded the piers on the waterfront today watching the rescue work of the United States naval boats in the outer harbor in the attempts to locate the missing submarine. At least 200 others remained on "guard duty" all last night and when daylight broke this morning, they were seen on the ends of the various piers grouped in small numbers awaiting news of the F-4.

From the time the Star-Bulletin extra was published at 5 o'clock yesterday until after sundown, hundreds lined the beaches, their eyes turned towards the tugs and the Alert in the outer harbor. Many had telescopes and field glasses. It was necessary for the navy authorities to place a guard on the navy piers to keep the anxious crowds from attempting to take "souvenirs" from the other more fortunate submarines. Newsboys crowded the offices of the Star-Bulletin before the afternoon edi-

## Men of F-4 Buried 35 Fathoms Deep

LIEUT. ALFRED L. EDE, graduated from the naval academy in 1910; birthplace near Reno, Nevada; stationed at Honolulu eight months; married and resides at 1309 Lunaillo street.

ENSIGN TIMOTHY A. PARKER; appointed to the naval academy in 1906; residence aboard U. S. S. Alert; unmarried; next of kin, Joel L. Parker, Murray, Ky.

FRANK C. PIERARD, chief gunner's mate; wife, Frances M. Pierard, 618 Beretania street, Honolulu; twin children, 15 months old; enlisted June 28, 1901; 29 years old.

HENRY A. WITHERS, gunner's mate, first class; next of kin, Charles A. Withers, brother, 1772 Fourth street, San Diego, Cal.; enlisted November 3, 1903; 28 years old.

HORACE L. MOORE, gunner's mate, first class; next of kin, Horace H. Moore, uncle, Spring Lake, New Jersey; enlisted July 20, 1905; 31 years old.

GEORGE T. ASHCROFT, gunner's mate, first class; next of kin, Mary E. Ashcroft, mother, 1511 Newton street, Los Angeles, Cal.; enlisted January 28, 1908; 35 years old.

CLARK G. BUCK, gunner's mate, second class; next of kin, Amanda Schrag, sister, 8698 South East street, Tacoma, Wash.; enlisted September 22, 1908; 24 years old.

ARCHIE H. LUNGER, gunner's mate, second class; married; resides in Honolulu; Isaac Lunger, father, 418 Cherrie street, Erie, Pa.; enlisted December 28, 1904; 29 years old.

HARLEY COLWELL, chief electrician; next of kin, James Colwell, father, 2303 North Sixty-second street, Seattle, Wash.; enlisted July 27, 1908; 29 years old.

ALISTON H. GRINDLE, chief electrician; next of kin, John Grindle, father, Mendocino City, Cal.; enlisted May 19, 1908; 33 years old.

GEORGE L. DEETH, electrician, first class; next of kin, Hester A. Deeth, mother, 1783 East Fifteenth street, Portland, Ore.; enlisted August 4, 1913; 24 years old.

ALBERT F. JENNIE, electrician, second class; next of kin, Andrew J. Jennie, father, Festus, Mo.; enlisted in the navy March 20, 1914, after serving eight years in the army; 33 years old.

WILLIAM S. NELSON, chief machinist's mate; married; wife, Elsie Nelson, residing at 1029 Kapiolani street; enlisted July 22, 1904; 32 years old.

EDWIN S. HILL, machinist's mate, first class; next of kin, John E. Hill, father, Etowah, Tenn.; enlisted July 10, 1912; 25 years old.

IVAN L. MAHAN, machinist's mate, first class; married; wife, Margaret C. Mahan, believed to reside in Honolulu; enlisted January 26, 1907; 26 years old.

WALTER F. COVINGTON, machinist's mate, first class; next of kin, Sidney Covington, father, Byers, Texas; enlisted January 3, 1908; 31 years old.

FRANCIS M. HUGHSON, machinist's mate, first class; next of kin, Mary E. Hughson, mother, 1444 South Mott street, Los Angeles, Cal.; enlisted August 11, 1913; 22 years old.

CHARLES H. WELLS, machinist's mate, second class; next of kin, Elizabeth M. Wells, designated "friend," 522 West Twenty-second street, Norfolk, Va.; enlisted July 25, 1903; 34 years old.

ERNEST C. CAUVIN, machinist's mate, second class; next of kin, Marje Ash, sister, 1961 Granier street, New Orleans; enlisted July 23, 1908; 30 years old.

Two men under instruction: FRANK N. HERZOG, electrician, second class; next of kin, Nephil Herzog, father, 545 South Tenth East street, Salt Lake City; enlisted December 5, 1912; 22 years old.

FREDERICK GILMAN, gunner's mate, first class; married; resides at 471 Beretania street; enlisted February 20, 1904; 31 years old.

One man of the crew, who escaped through being on regular day duty ashore was James M. Hoggsett of Macedonia, Mo., a third class electrician. He is 27 years old and enlisted December 22, 1908.

Mrs. Nelson is a dancing instructor and was giving a lesson when the Star-Bulletin extra was left at her residence yesterday. She left at once for the navy pier.

The south bound Chicago and Florida Limited, on the Southern Railway, was delayed near Mason, Ga. One trainman was killed and another injured.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

## SYMPATHY AND HORROR STIRRED BY LOSS OF F-4

### "Boys of Submarines" Popular Here—Mainland Eager to Get News

Not in many years has the sympathy and horror of Honolulu been so stirred as yesterday when the news became current that one of the submarines was lost off the coast.

The "boys of the submarines" justly popular in Honolulu, Vignettes of young Americans, who are wholehearted, entering into the community's life with enthusiasm, have made countless friends in the city. Several of them have been here. Their officers are well known to the business men and so are those of the crew.

Consequently, when the news known a wave of emotion stirred Honolulu. Hundreds of people, many of the latter of the latter, began learning something definite. Distinct points of the island telephone calls held the wires almost constantly.

The intense interest in this tragedy was felt on the mainland. The Associated Press carried the first news to the mainland, and cablegrams being sent yesterday afternoon. The Associated Press is called for full details and in some bulletins as rapidly as developments occur.

The United Press and the International News Service are also cable and wireless news from their representatives here.

### DAILY REMINDERS

You can get delicious smoked ham and mallet at the Metropolitan Meat Market. Ring phone 3444.

Pig iron production in the United States during 1914 was the smallest since 1908. There were 23,500,000 tons produced.

The Conoco Hotel and four cottages at Oahu Point, a summer resort on Ipaowich Bay, were burned with a loss of \$20,000.

Olive Oil—Flesh Builder. One of the best known and most reliable tissue builders.

Rexall Olive Oil Emulsion. Contains the best of both worlds in both a flesh builder and a nutrient. Pleasant to take. Easy to digest. Benson, Smith & Co., Ltd.

## Introducing the Motor Busses

Before inaugurating the regular motor-bus service between Honolulu and Schofield Barracks, as advertised on another page of today's Star-Bulletin, the Highway Transportation Co. will run a

### A Moonlight Excursion Saturday and Sunday Evenings, - - - March 27 and 28 respectively

Cars will leave stand at Hotel and A lakea Streets. First car at 7:30 p. m., second car at 8 p. m., both evenings, Saturday, March 27th, and Sunday, March 28th. Leaving stand, cars will go along Hotel Street to Fort Street, thence to King Street and out King Street to beach and around Diamond Head via beach road, etc. Returning through Pinnahou District.

### A two hour ride for 50c per passenger

Don't miss this enjoyable ride. Both cars follow same route. Get up your party now and fry out the new busses.

On Saturday afternoon, beginning at 2 o'clock, there will be a car every hour making the same two-hour trip.



## Aluminum Utensils

The feature of the modern hygienic kitchen.

LIGHT, BRIGHT, EVERLASTING—Cannot Chip, Rust, nor Taint the Food.

Cost no more than other makes, yet indestructible.

We invite your inspection of the "Pride of the Kitchen."

W. W. DIMOND & CO., Ltd. The House of Housewares. 53-55 King St.