

HOLSTEIN'S ELECTION AS SPEAKER HAS BROKEN HOODOO

Henry L. Holstein, of Kohala, Hawaii, today began his fourth consecutive term as Republican speaker of the house of representatives. And thereby hangs a tale of a broken "hoodoo."

The speaker of the house in 1901, the first assembly held after the islands were taken over by the United States and created a territory, came up for re-election the following term and was defeated, failing to be returned as representative. The speaker of the next house, in 1903, met a similar fate at the hands of his constituency at the ensuing election.

The third speaker, E. A. Knudsen, in 1905, narrowly averted political disaster, so aver many of his friends, by declining to seek re-election to the house and running for the senate instead. He was elected to that position, though the idea of the "hoodoo"

had gained such strength that his supporters experienced a bad scare during the campaign. Thus, when Mr. Holstein accepted the speakership in 1907 the wisecracks had come to consider it a questionable honor and pessimistically offered their condolences, firmly convinced that it meant his political demise.

But whether the crafty shift of his predecessor, in refusing to run for representative again, broke the spell, or Mr. Holstein's own popularity alone did the work, the fact remains that the courtly Kohala solon has been able to come back again and again. He got a greater majority at the last election than in the preceding one, and from present appearances it looks as though he will be able to repeat so long as his health holds—and he has the appearance of a very vigorous young man today.

HOUSE BILLS ARE STARTED

(Continued from Page 2)

The first, from Chas. F. Chillingworth, invited the representatives to sit in a section reserved for them in the reviewing stand on Washington's birthday.

Another, from C. R. Henenway, asked for copies of bills and resolutions introduced in the lower house, for use by the legislative committee of the merchants' association.

Speaker Holstein announced his list of standing committees.

Another communication, from the County of Hawaii, containing a copy of resolutions adopted by the board of supervisors at Hilo. It was referred to the health committee of the house.

Representative Huddy, of East Hawaii, presented a resolution that the house open at 10 a. m. each working day; this was adopted unanimously.

Sheldon's resolution setting the scale of salaries of house employees was adopted.

The rules regulating the order of business were suspended unanimously to permit the first reading of the bill by Norman Watkins, making appropriations for the expenses of the current session. It was read and named as the first order of business, on second reading tomorrow. It would set aside \$26,000 from the territorial treasury for this purpose.

The following bills were introduced this morning:

An act to provide for the nomination of candidates for elective offices by direct vote, by Norman Lyman.

An act to forbid the imposition of penalties for the non-payment of water rates and sewer rates and substitute an interest charge in lieu of such penalties, by J. W. Aseh.

J. M. Kupihua gave notice of filing a labor-wage bill. Passed first reading by title and referred to the printing committee.

Jas. K. Lota of the Fifth district, a bill to provide workmen's compensation act; it was placed on first reading.

Joint resolution, by Rufus P. Spalding, of the Sixth district, to urge congress to permit a special election to determine the question of equal suffrage.

An act to provide a public utilities commission, by P. J. Goodness.

Notice of introduction given by E. K. Kluam of Second district of act to authorize provision for site for biologic station for Honolulu.

A bill relating to excising jurors after service. Passed first reading by title and referred to printing committee.

An act relating to banking corporations, by G. Silva, passed first reading by title.

An act to regulate the possession of deadly weapons, by Wm. J. Sheldon, passed first reading by title.

An act to amend Act 104 of the session laws of 1911 relating to cir-

cuit expenses by E. da Silva, passed first reading.

An act, by Clarence Cooke, to provide a commission to investigate and adjust the banana claims.

COKE AN ADVOCATE OF SCHOOL INVESTIGATION

With a view to improving the present system, an investigation of the public schools of Hawaii is being advocated by Senator James L. Coke, who made an announcement to this effect yesterday.

The establishment of a commission to take the necessary investigation will probably be one of the first efforts of the senator. Two of the members of this commission will be residents of Hawaii who are authorities on educational work, and the third to be appointed from the National Bureau of Education at Washington.

In the task of improving the public school system, the States and Territories are in every way receiving the co-operation of the national bureau of education. The services of experts are tendered freely to all parts of the country engaged in improving educational methods. According to the belief of Senator Coke, this will be one of the most important problems which will be encountered by the coming session, and a problem which will become greater as the territory increases in population.

SMUGGLER IS TO CARRY FIGHT TO SUPREME COURT

Charging that the confession of Samuel D. Hausman, apprehended for opium smuggling, was obtained by District Attorney Breckons by improper means, Hausman's attorneys today declared that they are prepared to carry the case to the United States court of appeals.

Attorney Breckons, when seen this morning, declared that, as far as he was aware, no advantage had been taken of Hausman on the night of his arrest or thereafter. He stated that he had not as yet thoroughly examined the affidavit made by Hausman in support of the charge.

Hausman claims that Attorney Breckons, after stating that he would make punishment as light as possible and that he would do all he could for him, obtained his confession and also a letter from his wife which, declared Hausman, has not yet been returned. Hausman states that he was not warned that anything he might say would be used against him.

Sugar mills along the coast of Kauai are busy according to report that has reached this city with the arrival of the steamer W. G. Hall. According to officers in that vessel the following sugar is awaiting shipment: M. A. K. 5,995, G. & R. 4,398, McB. 28,640, K. P. 8,701, L. P. 15,000, O. F. 580.

TALKING IT OVER AT THE DRYDOCK AFTER THE CRASH



SUMMING UP THE DAMAGE
From left to right, the officers in the picture are Civil Engineer E. R. Gayler, U. S. N., in charge of Pearl Harbor construction; Rear-admiral C. B. T. Moore, soon to take command of the station; and Rear-admiral Walter C. Cowles, the present commandant.



A BULLETIN FROM THE BOTTOM OF THE SEA
Diver rising after an exploration of the submarine structure of Section 2. The figure on the right, leaning forward to get the diver's first words, is Assistant Civil Engineer Kirby Smith, U. S. N.

box-like cribwork of that section, which was pumped almost dry, skyward like the rising of a huge elevator, the inrush of water from Section 1 forced in seaward. The cribbing of Section 3 was forced off its foundations, sinking as it fell. The submarine explorers found yesterday that the anchor piles of the third section had not moved, and that the year that the entire bottom had fallen away was unfounded.

Washington is still to be heard from, and future action will depend much on decisions made by the navy higher up there. In the past, however, the bureau of yards and docks has acted entirely on the recommendation of Admiral Cowles, and the navy engineers here, and it is safe to assume that the same course will be followed in this instance. If the engineers and the contractors are satisfied that a drydock can be built on the present site, there is every reason to believe that Washington will concur. In that case the alternative of a floating drydock will be abandoned, and the financial loss from the recent accident considerably reduced, as the work already done will count for partial value.

Commandant Hopeful
Rear Admiral Cowles, commandant of the naval station, is much encouraged by the results of investigations as to the cause of the wreck and the extent of the damage done.

"From what the divers tell us, and from what appears on the surface, things are not as bad as they might be," said Admiral Cowles this morning. "It now appears that Section 2, the section that was being pumped, was the cause of the whole trouble, and that the bottom under the other sections did not fall away as was at first feared. When the pumped-out section was forced upward, it was forced outward as well tearing the cribwork of Section 3 from its foundations, and causing it to sink. The divers say that the piles under that section are intact, however, and it looks as though the problem could be solved by giving the mottom more weight. Section 2 was like a tight box, while Section 3 was open to the sea, and Section 1 was practically open, as we have been chipping the faulty concrete out of it for months. The cause of the damage then, is confined to Section 2. A thick layer of concrete above the piles before it is pumped, should serve to hold it down. We had from eight to ten feet of concrete, with the tops of the anchor piles extending four feet into the mass, and if a thicker and heavier layer of concrete is poured under water, the weight should be sufficient to prevent another upheaval."

"The first notification sent to Washington," continued the admiral, "was a cable which I sent to the secretary of the navy Monday night, telling of the disaster. Yesterday morning the bureau of yards and docks cabled for information, and last night, when we had something definite to give out, I wired the latest news to the bureau. Up to this time (noon) we have had no further communication with Washington."

Admiral Cowles said that he did not know that any board of local officers would be appointed to make an investigation, the drydock being the contractors' property, with a government lien upon it to cover payments already made. In the previous ease

of accident the board that has adjusted financial loss between the contractors and the government has met in Washington, and been handled from the bureau of yards and docks.

Clearing Away Wreckage.
The San Francisco Bridge Co., drydock contractors, has a skeleton force hard at work clearing up the wreckage, and salvaging what machinery and timber is worth having.

"Drydock" Smith, the company's engineer and local manager, whose cool head and fearless actions at the time of the disaster saved the life of one man directly and probably accounted for the safety of many engaged on the job, was cheerful but uncommunicative when seen this morning, just before he left his office in the city for Pearl Harbor.

"The first thing to do is to clear away the mess and see what we have left," said Smith. "From above and below we are trying out best to find out what's gone and what remains intact, and it's too early in the day to say just what is the next move. There is no thought of quitting, though. When the company and the navy get together on another plan, we'll go right ahead and carry it through."

The drydock site was again the center of attraction for sightseers, people coming by train and motor to view the wreck. It will be many days before the huge pile of broken lumber can be cleared away.

DRYDOCK PROPHECY IS DENIED BY WHITEHOUSE

L. M. Whitehouse, civil engineer, was seen after returning from a visit to the wreck of the Pearl Harbor drydock yesterday and promptly denied a report that he had predicted the failure of Engineer Smith's methods.

"Mr. Lord and I figured on the drydock work and the only difference I would have made in the operations would have been to put in steel sheeting instead of wood. But it would not have made a bit of difference in the result."

"The only opinion I expressed before the collapse was that the artesian water would prevent the piling from holding in the coral. When the water was pumped out of the middle section down to thirty-seven feet, the section from the outer sections forced the bottom of the middle one up. I have estimated that the pressure was seventeen pounds to the square inch."

Mr. Whitehouse showed a rough diagram of the works to illustrate his remarks.

RECRUITS MUSTER AT BUNGALOW TONIGHT

A delegation of recruits who hope to pass muster and become enrolled with the new company of Hawaii national guardsmen are to gather at the bungalow this evening.

The men are to undergo a physical examination, following which they will be duly initiated into the company.

The guardsmen will make up a new organized company "H."

CARD OF THANKS.

Mrs. Francis Kellimoekaloa and daughter desire to extend thanks to H. Hackfeld & Co. and other friends for sympathy expressed at the time of the death of their husband and father.

HOW THE SOLONS ARE LINED UP

SENATE

Oahu—
 Cecil Brown (holder), Republican.
 Charles F. Chillingworth (holder), Republican.
 James L. Coke, Democrat.
 C. P. Laukae, Democrat.
 A. F. Judd (holder), Republican.
 A. J. Wirtz, Democrat.

MauI—
 Harry Baldwin, Republican.
 H. B. Penhallow, Republican.
 Phillip Pali (holder), Republican.

Hawaii—
 David Baker, Democrat.
 George C. Hewitt (holder), Republican.
 D. E. Metzger, Democrat.
 R. H. Makekai (holder), Republican.

Kauai—
 E. A. Knudsen (holder), Republican.
 Charles A. Rice, Republican.

Totals—
 Republicans—9.
 Democrats—6.

HOUSE

Oahu—
 Julius W. Aseh, S. S. Paxson, Archie Robertson, W. R. Kinalea, all Democrats.
 C. H. Cooke, Norman Watkins, Republicans, from the Fourth district.
 H. M. Kaniho, D. M. Kupihua, Jack Kalakiele, J. M. Poepoe, E. J. McCandless, J. K. Paele, all Democrats.

MauI—
 George P. Cooke, P. J. Goodness, Charles K. Makekai, A. F. Tavares, Edward Waiholo, John Wilcox, all Republicans.

Hawaii—
 Norman Lyman, Evan da Silva, H. L. Holstein, D. K. Kaupiko, E. K. Kaaua, Republicans.
 Dr. Archer Irwin, Democrat.
 H. L. Kawewehi, Home Ruler.

Kauai—
 J. H. Coney, J. K. Lota, W. J. Sheldon, R. P. Spalding, all Republicans.

Totals—
 Republicans in house—18.
 Democrats—12.

At ten o'clock this morning, all was in readiness for the dispatch of the inter-island steamer Kilanea for Hilo by the way of Lahaina, Maui. The Kilanea reached port at six-thirty last evening, bringing a large list of passengers who had been booked to travel on the Manna Kea. Fast work was done in the discharge of Big Island freight and the loading of a return cargo. Tourists made up the bulk of the passengers to depart today for Hilo and the volcano.

Want to Trade Your Old Automobile?

Don't make a mistake when you trade your present car in on a new one. First make sure that it is the one you would choose if you were paying cash. Then get the best allowance on your old car that you can. But don't let an apparently big price for your machine blind you as to the real value of the new car.

Most Buyers Now Have Old Cars to Sell

If you are postponing your decision as to what car you will take, pending the disposal of your old automobile, consider carefully the cars that are made for trading. Remember that most buyers of the better grade cars have owned automobiles in the past and that they are disposing of those old cars because the cars failed in some particular to be completely satisfactory.

In the car that you plan to buy, you expect a more satisfactory automobile than is the one you are selling. Perhaps lack of power, or speed, or uncomfortable riding qualities, or lack of safety, or some other detail has not pleased you in the car that you are selling. Naturally you will see to it that your new car will not be similarly unsatisfactory. You should further be sure that the new car is also satisfactory in all other essentials such as stanchness, simplicity, freedom from mechanical faults and also that it is modern in appointment, equipment and luxurious furnishings. And be particularly that it is comfortable to ride in, that it

Electric Temple

Spring Suits

You must have a Spring Suit ---one with individuality--- in the latest model with the material strictly wool and in this season's popular shades and patterns, including grey, brown and tan in chevrons, tweeds and other popular materials. And above all a serviceable suit that will hold its shape. At the CLARION

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"54" HUDSON—a Six

65 miles an hour. To 58 miles an hour in 30 seconds, from standing start.

Want to Trade Your Old Automobile?

Don't make a mistake when you trade your present car in on a new one. First make sure that it is the one you would choose if you were paying cash. Then get the best allowance on your old car that you can. But don't let an apparently big price for your machine blind you as to the real value of the new car.

Some Cars Made for Trading

Recognizing that many buyers of new cars this year are those who have owned automobiles in the past, some well known manufacturers have purposely planned to attract the buyer who has an old car to trade. It is the same practice as obtaining in the piano, typewriter, sewing machine and other lines.

Such cars have value, of course, but since they are planned for "trade deals," the trade usually being made through a dealer, an extra large discount is allowed the dealer so that he can absorb the mistake he may make in allowing too generous a price on the old cars.

So even though you are made an extra generous allowance on your old car toward the purchase of a new one, you must feel doubtful about its quality. It is as if the examining doctor of an insurance company would advise the issuance of a policy to you if you knew yourself a hazardous risk and knew that the doctor knew it.

Electric Self-Starting—Electrically Lighted

48 Engineers Build HUDSON Cars

Remember the importance of that statement. These men, trained in 97 European and American factories, had a hand in building over 200,000 cars. They combined their experience and skill in perfecting the New HUDSONS.

What better assurance could be offered than that these men, who possess about all the knowledge that has thus far been gained in automobile building, have joined in saying—"The New HUDSONS are the best we know."

The HUDSON "37" is their four-cylinder masterpiece. It sells at \$1875, completely equipped with electric self-starting device and electric lights, speedometer, clock, top, windshield and 12-inch upholstery. There is nothing more to buy.

The "54" HUDSON—a six, capable of doing 65 miles an hour and a speed of 58 miles in 20 seconds from a standing start, is offered as a superior to any automobile on the market, regardless of price. It sells at \$2450, completely finished and equipped as above. Prices are f.o.b. Detroit.

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of repairing daily the wear and waste caused by physical and mental activity.

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