

# WASHINGTON AND OREGON MILITIA REACH HONOLULU

(Continued from page one)

be allowed and added, "important message to follow."

According to the present itinerary of the Milwaukee, it is to sail from here Sunday or Monday and arrive at Port Angeles on July 18, where there will be target practice and drill, and on July 22 it is to discharge the militiamen at Tacoma and Seattle.

This voyage is particularly notable for the fact that it is the first time the naval militia of Oregon and Washington have joined together in the annual cruise.

The Milwaukee departed from Seattle at 9 o'clock p. m. July 1, and kept up her regular 16 knots an hour, notwithstanding that two days of the voyage was through a thick fog, and that a good part of the militia crew suffered a part of the time from seasickness. The Milwaukee is a 10,000-ton cruiser, has a battery of 16 six-inch guns, and has a speed of 22 knots. She has been kept in the reserve service at Bremerton navy yards for the last three years.

Col. Samuel White, from the department of the adjutant general of the Oregon National Guards, is aboard the ship. Captain G. F. Blair is the commander and executive head of the Oregon forces, and Captain W. B. Allison is the executive head of the Washington forces. J. Richard Olson of Portland, Oregon, is the only chaplain aboard. There are two bands aboard, one from each state.

Captain Reeves was enthusiastic over the success of the trip. He said this morning after docking: "The entire trip was splendid, and we made excellent time. We experienced a couple of accidents to the machinery, but we were not delayed by them. We first went to Tacoma, taking on the men there, and from Tacoma we steamed to Seattle."

"The ship has not been in service for three years, and I was afraid we might have some trouble with her. The department had given me an itinerary that required 16 knots an hour. We started out of Puget Sound making 16 1/2 knots and had not gone far before the starboard airprop broke, but we managed to fix it without loss of time. Later we ran into a thick fog which lasted for two days and two nights, but we were well on our course."

"I was anxious to get here this morning as we have to put on 1200 tons of coal, and no allowance was made in our itinerary for this work. The order simply said we were to give the men two full days' shore leave."

Captain Reeves made an official call on General Carter this morning, and will probably call on Admiral Moore tomorrow when the latter returns from Pearl Harbor.

It was reported here that the cruiser would bring the submarine of F group, comprising the first submarine division of the Pacific fleet, commanded by Lieut. Charles E. Smith, in addition to the naval militia. The submarines were not brought, but it is well understood aboard the Milwaukee that on returning to the mainland this commission will be given the cruiser, unless the message received this morning by Captain Reeves upsets this plan.

Aboard the ship now are 35 officers, 20 of whom are from the militia. There are 735 men, 329 of whom are regularly in the service. This number is 80 in excess of the authorized complement. Four newspaper men from Seattle and Portland are aboard. M. S. Ellis is the commander and executive officer, Lieut. Commander Bulmer, the navigator.

In the naval militia aboard the cruiser Milwaukee now at Honolulu are young men from almost every occupation and walk of life—clerks, laborers, skilled employes, lawyers, doctors—men of every profession, rich and poor.

The naval militia system is to the navy what the national guard is to the army, a civilian military organization. It is comparatively of recent date and its existence in Washington and Oregon dates back only four or five years. The period of enlistment is two years and the duties are much the same as those of the national guardsmen, with the exception that the scene of action is transferred from land to sea. After a man passes the physical examination and is enlisted, he must be present on board ship once a week for drill and is expected to turn out for the annual summer cruise. During the cruises the officers and men are paid at the same rate as in the regular navy.

The Washington naval militia went to Alaska a year ago, but the Oregon militia has never made a cruise away from home ports.

Aboard ship the routine is as strict and efficient as aboard any war-vessel in Uncle Sam's navy. It is not much of a pleasure cruise for the men, many of whom are from luxurious homes. They must scrub decks and polish brass and in port must have coal just like the blue-jackets. That the cruise to Hawaii is not much of a pleasure jaunt is shown by the fact that the men will be here at the most but three or four days.

Nile Delayed, Nearing Port. To discharge several tons of oriental cargo, the Pacific Mail liner Nile from China and Japan ports is predicted will arrive at the port tomorrow morning and may be expected to sail for San Francisco about 5 o'clock in the evening. The Nile is reported to carry a total of 33 cabin, 22 second-class and 112 Asiatic steerage passengers. A small number of the latter are to leave the vessel at Honolulu.

## Log of Trip of Milwaukee From Portland Here

Wednesday, July 1.—Left Portland 9:20 a. m.; arrived dock, Tacoma, 2:20 p. m.; cruiser Milwaukee sailed 5 p. m.; arrived Seattle 6:30 p. m.; took aboard Seattle Naval Militia; saluted Japanese vice-admiral, received and returned visit of his representative; sailed at 9 p. m.

Thursday, July 2.—Passed Cape Flattery 4 a. m. Heavy ground swell. Seventy per cent on board sick.

Friday, July 3.—Quiet water. Sea legs for all hands.

Saturday, July 4.—National salute to flag at noon, 21 guns; holiday for crew; deck sports morning and afternoon. Lecture, "Quo Vadis," by chaplain at night. During afternoon sighted four-masted schooner.

Sunday, July 5.—Summer sea. Chapel on main deck.

Monday, July 6.—Calm sea. Field day—a polite term for cleaning house. Illustrated lecture by chaplain, "Joseph and His Brethren."

Tuesday, July 7.—Quiet sea. Noticeably warmer. Flying fish thick; one flew through porthole into Lieutenant Gresham's stateroom. Passed Tropic of Cancer (23 1-2 degrees north latitude) 8 p. m.

Wednesday, July 8.—Arrived Honolulu 9:15 a. m. Coaled ship all day. From start to noon, July 2, reckoning from Seattle—306 miles.

July 3 (noon)—385 miles.

July 4—375 miles.

July 5—375 miles.

July 6—385 miles.

July 7—375 miles.

July 8 (9:15 a. m.)—206 miles.

The coal burned averaged about 170 tons a day. From lighters on one side and dock on the other the Milwaukee took on 1250 tons of coal today.

Nearly every morning the wireless operator had at each plate in the ward room a miniature newspaper, containing even the Portland baseball scores.

Aside from the fact that seven of ten regulars were sick on the first day as well as reserves (the ship's doctor was laid up all day), there was nothing exciting on the trip except the celebration of Independence Day. That brought the whole crew to the quarterdeck, usually the sacred precinct of the officers, where they romped to their hearts' content until a sudden rain in the afternoon drove everybody below. It sounded like the good old insane Fourth for a few minutes when the three-pounders forward cut loose with 21 satisfying "booms" with blank cartridges in honor of the flag flying at the main gaff, while every officer in hearing stood at attention. The games were the joy of the season. The officers provided prize money. The four races and the spar boxing were the two funny ones. For the former, a pan of flour was set on the deck. Into the fluff mess were dropped 12 silver quarters. The contestants, with hands tied behind them, rooted with their faces in the mess, and little "Sparrow" Warren of the Milwaukee gouged out seven. For the spar boxing the big 8-inch gun on the quarter deck provided the "spar."

A big fat collision mat beneath received the defeated contestants. Following are the results of the sports:

Wheelbarrow race—"Shrimp" Walker, Washington coxswain, first; C. T. Wrucke, Washington, second; prizes \$1 each.

Three-legged race—F. E. Von Groenwald, Oregon, first; C. W. Hinckley, Oregon, second; prizes, \$1 each.

Potato race—A. P. Wilson, Oregon, first; prize \$1.50.

Flour contest—Four contestants rooted for \$3.25 in 25-cent pieces.

Shoe race—J. Bernstein, Oregon, first; prize \$1.25.

Pie-eating contest—B. A. Ribble, Washington, first; prize \$1.

Apple contest—W. H. Warren, Milwaukee, first; prize \$1.

Spar boxing—P. C. Lind, Oregon, first prize \$2; A. P. Wilson, Oregon, second prize \$1.

Tug of war—Washington won best two of three. Washington lost to Milwaukee two out of three. Prize \$7.70; each man given 70 cents.

Olive race—Won by J. Bernstein, Oregon; prize \$2.

Judges—Lieutenant Commander G. F. Blair, Oregon; Lieutenant Commander W. B. Allison, Washington. Contest committee—Lieutenant Commander G. F. Blair, Oregon; Lieutenant W. F. Gresham, Milwaukee.

Of the 771 persons aboard, 226 are from Washington—nine officers and 217 men—of whom Seattle furnished 68, Cushman Indian School 52, Aberdeen 49, and Tacoma 48. Oregon has 11 officers and 187 men; the Milwaukee 18 officers and 329 men.

Following is a full list of officers aboard:

Oregon—Lt. Commander George F. Blair, commanding; Lt. Commander A. J. Capron, Dr. L. J. Wolf, Dr. Ben Norden, Chaplain J. Richard Olson, (the last three ranking as lieutenants) Lieutenant T. F. Keeley, Ensigns Robert Munly, L. J. S. Spooner, R. J. Cornell and H. H. Hilton; H. W. Griffin, pay clerk.

Washington—Lt. Commander W. B. Allison, commanding; Lieut. Everts W. Foss, G. A. Browne, A. Moodie; Ensigns J. B. Armstrong, C. H. Nelson; Dr. A. E. Wood, Dr. C. J. Brobeck; Carpenter Hennig.

Milwaukee—Commander J. M. Reeves; Lieut. Commander Mark St. C. Ellis, executive; Lieut. Commander B. T. Bulmer, navigator; Lieutenants W. F. Gresham, A. L. Olson, C. James; Ensigns R. C. Lee, V. L. Kirkman, A. Marcus; A. B. Hayward, P. A. Surgeon; J. B. Ewald, assistant paymaster; M. C. Kent, boatswain; H. Jorgensen, gunner; E. Evans, chief machinist; J. Coyle and A. C. Hecykell, machinists; G. A. Lazar, chief carpenter.

The Iowa State Federation of Labor has refused to go on record as endorsing the fight against national prohibition.

# BRITISH CABLE COMMERCIAL MEN SHIP IRIS NOW DUE CONTINUE FIGHT FOR BIG HARBOR

Continuing its fight for the enlarging of Honolulu harbor by the cutting of a 600-foot channel in Kalihi bay and dredging of Kapaemahu basin, the Chamber of Commerce of Honolulu yesterday adopted the report of its marine committee and same will be forwarded to Washington in the near future.

A lengthy letter, setting forth the needs of Honolulu in the matter of water-frontage, together with statements from a number of interested parties, including steamship and harbor officials, will accompany the report on its journey across the country.

The report of the committee, composed of G. Fred Bush, J. L. McLean, C. P. Morse, T. H. Petrie, L. A. Thurston, Noman Watkins and H. M. Whitney, is divided into 15 sections and is filled with statistics pertinent to the question involved.

The following sections, taken from the report, carry the most important information relative to the harbor question:

## FOUR NEWSPAPERMEN HERE WITH MILWAUKEE

Four well-known newspapermen of the Northwest are aboard the cruiser Milwaukee as "war correspondents" with the naval militia of Oregon and Washington. The four are E. E. Carpenter of the Seattle Times, W. E. Mahoney of the Portland Oregonian, Paul Chamberlin of the Portland Telegram and W. Jackson of the Portland Journal.

All of the four are veteran newspapermen and their voyage with the Milwaukee is as much a vacation as anything. They are not enlisted with the militia, but have been granted the courtesy of the ship through a special order by Secretary of the Navy Daniels.

All are sending stories of the trip back to their papers. During the stay of the cruiser in port they are stopping at the Young Hotel.

Several Honolulu newspapermen are acquainted with one or another of the visitors.

## ROSTER OF NAVAL MILITIA AND OFFICERS ON BOARD MILWAUKEE

(Continued from page one)

Benn. Geo. Bennett, Jerry Buber, Harry Campbell, Harry Colwash, Alex. Coollayah, Thos. Dalton, Gus Davis, Kern Devin, Peter Dick, Sidney J. Dwyer, John Eaton, David Eneas, Al Fairhurst, Cyril Fairhurst, Joseph Fargue, Leo George, Sam Hackett, Wilfred Haldane, Wm Hopkins, Joseph Irving, Cy. Jacobs, Adam Jackson, Henry Kalama, George Kelly, Walter Klatush, Dewey Lachair, Henry Lang, James Landon, Howard Logan, D. Louis, Jacob Luke, George Martin, Leo McGreal, Chas. Milne, Andy Moses, Chester Murdochson, Chas. Neson, Wm. Palin, Wm. Perisen, Thos. Peterson, Thos. Phillips, Ed. Purser, Benjamin Ridley, Peter Samuels, Wm. Sigo, John Skahan, Archie Slade, Paul Smartlowit, Albert Smith, J. Stellacom, Henry Stueber, Willie Watpot, McKinley Wesley, Thos. Williams, Walter Winger and James Young.

Tacoma Wash. N. M. W. Allemen, G. Allen, O. Barnes, R. Bender, F. Bennett, T. Blackman, E. Brassillie, E. Bullard, J. Campbell, P. Carlin, G. Carbinier, E. Collins, F. Cronander, C. Donahue, C. Dwyer, H. Harder, L. Hersey, E. Hutt, T. G. Patrick, E. Jensen, R. Johnson, E. Keith, F. Kerr, J. Lapore, H. Longmire, H. Matsumoto, H. Miller, M. McLean, J. Morris, W. Niederpruin, W. Niquette, T. Porro, W. Raymond, O. Reese, E. Richards, A. Roberts, H. Rogers, R. Roudebush, W. Siburg, D. Siciolof, M. Smart, T. Stacey, T. Stevens, E. Smith, C. Stoll, V. Trim, L. S. Young.

4th Division Washington N. M. C. Hugo Nelson, Ensign; A. F. Anderson, A. Bacchus, K. E. Ballard, R. C. Beiles, John Blunar, D. E. Breakiron, R. G. Burris, E. E. Cloney, M. Conery, P. J. Cooper, Thomas Devine, W. C. Eaton, James Gillies, H. C. Harris, T. W. Haymond, P. L. Hazen, F. Heine, H. B. Hyatt, Geo. L. Hills, J. S. Johnson, E. R. Jones, C. H. King, Ralph Kirk, G. A. Landis, L. E. Lewis, C. O. Macklin, J. Maxwell, D. E. McKenna, J. E. Monteth, C. E. Morck, J. J. Mosinski, F. B. Pisch, Edgar Purcell, W. Ragishevsky, A. M. Reid, I. O. Rosing, C. P. Reid, C. L. Savage, Varde Stieglitz, L. H. Steele, W. Swan, R. T. Thompson, R. E. Trumbull, S. Tworag, L. Vernon, C. W. Vernon, A. Walker, Geo. Warner, I. A. Willkson, F. B. Weir.

## PASSENGERS ARRIVED

Per stmr. W. G. Hall, from Kauai, Francis Gay, Charles Gay, L. Gay, C. A. Rice, J. Boyer, H. Baldwin, D. Wadsworth, A. Yap, Mrs. F. Andre, Mrs. Osborne, Miss M. Hastie, J. K. Kaiwi, L. J. Simpson, J. Hand, A. G. Kaula, Mrs. Rev. J. M. Lidgate, W. Lidgate, Miss C. F. Bettencourt, Mrs. J. F. Bettencourt, N. Suemoto, Miss H. Jackson, W. A. Gill, D. K. Kapahae, M. Werner, K. Montgomery, Mrs. Montgomery, Mrs. Ellis, J. W. Ekielke, Mrs. C. Malino, E. Gay, Kim Wai.

Thirty cabin passengers and a full cargo of sugar were dispatched from Honolulu for the coast in the Matson Navigation steamer Lurline, that departed from Pier No. 19 at 4 o'clock yesterday afternoon. In sailing two hours ahead of a former schedule it is predicted that the vessel will arrive at San Francisco at a far more convenient hour in the afternoon.

Delegates, pastors and laymen from throughout the territory are in attendance at the annual convention of the Hawaiian Evangelical Association, which convened this morning in the Wailuku Union church. The convention will continue to and including July 15, a lengthy program of business and other matters having been prepared for the occasion. According to statements made by local persons who are interesting themselves in the work of the association this year's convention will be the most important of its kind ever held in Hawaii.

The convention opened this morning at 8 o'clock with an organ recital in the Wailuku Union church. This was the third free organ recital since the installation of the Henry Perrine Baldwin memorial organ. An offering was taken to help meet the expenses of the music of the church. The recital constituted the only work of the convention for the day.

Following is the program for tomorrow:

6:00 a. m.—Sunrise prayer meeting.

8:30 to 9:00 a. m.—Opening devotional services. Leaders: Rev. A. A. Ebersole and Rev. Akaike Akana.

9:00 to 10:45 a. m.—Address of welcome. Rev. L. B. Kaunehiwa, moderator.

Address in response, Rev. O. H. Glick.

Credentials and completion of roll. Appointment of committees—Business, petitions, necrology, island associations. Other business.

10:45 to 12:00 p. m.—Opening address, Rev. Charles M. Sheldon, D. D., Topeka, Kan.

Business meeting.

7:00 p. m.—Prayer meeting and praise service, Maui theater. Leaders: Rev. Akaike Akana and Rev. A. A. Ebersole.

8:15 p. m.—Illustrated lecture, "Army Experiences." Captain Oscar J. W. Scott, chaplain 25th Infantry, U. S. A.

## HARBOR NOTES

Due to arrive at the port at daylight next Monday morning, the Oceanic liner Sonoma sailed from San Francisco at 3 o'clock yesterday afternoon. In addition to bringing a local team of swimmers, a large delegation of passengers, including a party of excursionists, are expected to arrive in this vessel.

In steaming from Mexican ports to the coast of Asia by the way of Honolulu, the German cruiser Nurnberg is expected to call at San Francisco where a draft of new men for this vessel will be secured and the greater part of the old crew will be discharged. The Nurnberg is due at Honolulu en route to Tsingtao, north China, about July 18.

There will be no abandonment of a call at Puget Sound ports by vessels in the American-Hawaiian steamship service according to C. P. Morse, general freight agent for the line at this port. Following the departure of the freighter Pennsylvania, due to arrive here about July 11, the Montana will be dispatched from the Sound with a general cargo.

"Fred, do you remember where you were in 1910?" asked the bride of a few months.

"Why no, dear. I don't remember exactly," replied the young husband.

"Why do you ask?"

"Why, I was reading today in the paper that it is said that in 1910 one person in every 800 in the United States was in prison."

# BIG GUNS AND MORTARS WILL BE HEARD SOON

The annual target practice for the guns and mortars of the sea coast forts which comprise the Coast Defenses of Oahu, will be held this month, but the exact dates on which the different batteries will fire is not announced, as regulations prohibit notification to battery commanders so far in advance. Service practice will be held both by daylight and at night, and unusual interest centers around the shooting of the local batteries, owing to the fact that Oahu now holds the Knox trophy, emblematic of coast artillery supremacy throughout the entire corps. This trophy was won last year by the mortar battery at Fort Kamehameha, manned by the 68th and 143rd companies.

The period of night firing will be from July 21 to 29 inclusive, and all shipping is warned not to get in the field of fire on those dates. To this end Col. W. C. Rafferty, commanding the Coast Defenses of Oahu, has issued the following bulletin:

Headquarters Coast Defenses of Oahu, Fort Ruger, T. H., July 6, 1914. Danger!

Night firing will be held with the sea-coast guns at Fort Ruger, (Diamond Head), Fort DeRussy (Waikiki), Fort Armstrong (Kakaako), and Fort Kamehameha (Pearl Harbor), beginning at 7:15 p. m., July 21st to 29th, 1914, inclusive.

The sea area for six miles off shore between a line running due south of Black Point (Kupikikiki) and a line running due south of Barber's Point

# PACKERS

(Furniture Packed, Stored and Shipped.)  
JAS. H. LOVE. Phone #281 CITY TRANSFER CO.

will be unsafe for shipping on the Orient tomorrow morning at 7 nights above mentioned so long as the searchlights are burning. When all searchlights are out the firing is completed.

W. C. RAFFERTY, Colonel Coast Artillery Corps, Commanding.

## VESSELS TO AND FROM THE ISLANDS

(Special Wireless to Merchants' Exchange)

Wednesday, July 8. PUNTA ARENAS—Passed, June 2, S. S. Virginian, from Hilo June 4 for New York.

PERNAMBUCO—Passed, June 6, S. S. Mexican, from Hilo May 23 for New York.

DELAWARE—Arrived, July 4, S. S. Arizona, from Hilo May 12.

NOYO (Cal.)—Arrived, July 7, S. S. Clan Macleod, hence June 26.

SAN FRANCISCO—Sailed, July 7, 5:30 p. m., S. S. Manoa for Honolulu.

Aerogram. S. S. China will arrive from San Francisco tomorrow morning at 8 and sail for the Orient Friday morning at 10 o'clock. Has 50 tons cargo for Honolulu and will take on board 550 tons of coal. Has on board 48 cabin, 19 second, and 54 Asiatic steerage passengers.

S. S. Nile will arrive from the Orient tomorrow morning about 7, and sail for San Francisco at 5 p. m.

S. S. Tenyo Maru will arrive from

## MARRIAGE LICENSES

Issued by FRANK M. BARRERE 89 Merchant Street

William C. Anderson, Honolulu, 27 Ethel Pihani, Honolulu, 17

Important business matters are to be transacted at a meeting of the members of the Kaimuki Tennis Club to be held at the Lillooikalani school at 7:30 o'clock tomorrow evening.

## Chandeliers and Electric Lights Installed

ALL WORK ABSOLUTELY GUARANTEED. ALL MANNER OF ELECTRIC WORK SATISFACTORILY AND REASONABLY HANDLED.

Electric Shop 1135 FORT STREET.

NOTE—To compositor of Star-Bulletin: Set this head line in Cheltenham Bold Condensed, and get it right.

# We Consider No Transaction Here Complete Until You Are Satisfied

AND WE ASK YOU, OUR PROSPECTIVE CUSTOMER, TO GET THE FULL MEANING OF THOSE WORDS INTO YOUR HEAD.

AT

# \$15.00

and

# \$20.00

WE ARE READY TO DEMONSTRATE OUR CLAIM TO YOUR PATRONAGE—YOUR ORDER FOR YOUR NEXT SUIT.

EVERY SUIT LEAVING OUR FRONT DOORS MUST BE JUST AS YOU WANT IT—AND THIS GUARANTEE FOLLOWS THAT SUIT.

YOUR MONEY'S WORTH TO YOUR ENTIRE SATISFACTION OR YOUR MONEY BACK.

## The MODEL

A FEW STEPS UP FORT ST. AND YOU SAVE REAL MONEY EVERY STEP—

1139-1141 Fort Street.

YES, OPEN EVENINGS—OPEN MORNINGS AT 8; OPEN EVENINGS TILL 8.

## KING STREET AUTO STAND

(Mahuka Site)

TELEPHONE NUMBER 4700

Chauffeurs: M. Costa, Henry T. Hughes, Billy Aylett, Antonio Rodrigues (Former Young Stand Chauffeurs), Sam McMillan, M. E. Miller, W. B. Harrub (Best Machines)

Have a Good Swim before dinner, after a warm day in town; it will make you feel fresh as a "Daisy."

## "Hustace Villa"

Waikiki Beach, Next Moana Hotel

Has accommodations for LADIES and GENTLEMEN at reasonable rates, by the month.

## Germ Life Cannot Develop in a Herrick Refrigerator

Such a condition can only obtain from souring, still, moist air. Germs of decay need spots of uncleanness (unget-at-able for cleaning) to lodge in. Gravity operates the Dry Air system of the Herrick, the Greatest Ice Saver known—constructed on genuinely scientific principles.

\$1.00 a week will put one in your home. \$1.00

W. W. DIMOND & CO., Ltd. Th House of Housewares 53-65 King Street



## Telephone 2999 and 1005

TO THE OFFICERS AND MEN 25th INFANTRY—

## Special Rate to Red Hill

During Encampment. One or two passengers one way \$2.50; and 50c for each additional passenger.

## BEHN & BENFORD

Alakea and Hotel Sts.

## "Mary Jane"

Just received per Wilhelmina:

200 pairs Patent Kid "Mary Jane" Slippers.

100 pairs White Canvas "Mary Jane" Slippers.

Price, \$3.00

## McInerny Shoe Store

FORT, ABOVE KING STREET

## MORE BREAD

# HAMMOND'S FLOUR

LESS FLOUR