

# M'GRAW'S MEN RETALIATE AND HAND OUT DEFEAT TO THEIR WHITE SOX RIVALS

NEW YORK, October 11.—(Associated Press)—John McGraw's Giants have come back. They defeated Clarence Rowland's White Sox and white-washed them also. Yesterday's third game of the world's series, the first to be staged here, was won by New York, 2-0. The batteries were: Chicago—Cioetto and Schalk; New York—Beuton and Rariden.

The game was a pitchers' battle from beginning to end and Rube Beuton, one of McGraw's trio of great southpaw fingers, emerged victor over Cioetto, Saturday's conqueror of the Giants.

After the rain on Tuesday here, which forced the postponement of the game to yesterday, the day opened cold and windy. All day long until almost the playing hour the skies were gloomy and rain seemed on the point of falling. The sun, however, pierced the heavy banks of clouds which hung over the city and came out in all its glory just before the game began. The weather remained fine the rest of the day.

### HOW THE GAME WENT

**First Innings**  
The White Sox, being the visitors, were first at bat and John Collins was the first man to step up to the rubber. He fouled out to Catcher Rariden, whose play in gripping the elusive ball brought thirty thousand New Yorkers to their feet with delicious excitement. Benton got his next man when McMullin fanned. The Chicago contingent in the grandstand and bleachers cheered when Eddie Collins went to bat, third up. Eddie whipped out a single to center. More Windy City applause, but all hopes died when Jackson faded away, Benton to Holke. No run, one hit.

The Giants came in to bat full of confidence and were cheered to the echo. Burns, who had secured a hit first time up in each of the two previous games played in Chicago, brought disappointment to the New York fans when he went to the plate and fanned.

Herzog flew out to Felsch in center field. With two away, Kauff hit a high fly into rightfield, John Collins stood under the pill and got his hands around it for a moment. The ball popped out of the mitt and dropped to the ground. It was a miff and New York made much of it. On the miff Kauff went to second. Zimmermann singled, advancing Kauff to third. Fletcher forced Zimmermann out at second, McMullin to Eddie Collins. No run, one hit. Close of first inning and both sides even.

**Second Inning**  
For Chicago, Felsch, first up, went out on a foul to Holke off first base. Gandil flew out to Holke, giving the latter his second straight put out of the canto. Weaver singled to left and shortly afterward stole the keystone, but Schalk flew out to Burns in left field and retired the side. No run, one hit.

In their half of the frame the Giants secured two singles off Cioetto, but failed to make them good. Robertson, first up, singled to center, but was forced out at second by Holke, Eddie Collins making the putout. Rariden also singled to center, Holke going to third on the drive. Benton flew out to Felsch in centerfield, but Rariden made second safely. Burns retired the side by fanning. No run, two hits.

**Third Inning**  
Only three White Sox faced Benton in the first half of the third frame. Cioetto went out on a foul to Rariden, John Collins was out, Zimmermann to Holke, and McMullin turned the Cioetto trick and flew out to Rariden on a foul. No run, no hit.

# BERRY HAS PRAISE FOR POLO GROUNDS

George W. Berry, representing the Nevada Stock Farm, who is here at present with a shipment of horses, consisting of the stallion Deutschland, nine brood mares and five yearlings, is of the opinion that Honolulu has a bright future as far as racing is concerned.

"You people don't know what a splendid opportunity there is for racing here," remarked Berry yesterday. "You have pretty nearly everything—a beautiful track, excellent climate, splendid water and proper feed. What is needed is more horses, but they will come in time. As soon as conditions warrant the giving of an extended meeting during the winter months there will be no difficulty in getting horses from the Coast to race down here."

"Owners have learned that a thoroughbred does better in these islands than anywhere else, and many would be glad to ship horses here for the benefit of the change, providing there were enough racing to make such a trip worth while."

Berry is also enthusiastic over the prospects of the game of polo here, and was greatly surprised to see such a splendid field at Kapiolani Park.

"There are few better fields on the mainland," said the Nevada horseman, "and it won't be long before the local club will be entertaining polo teams of national repute. The war, of course, has affected polo, but after the war is over, polo, by reason of being a military sport, will enjoy a season of unprecedented popularity. When it is properly realized what Hawaii has to offer poloists during the winter months visiting teams will soon be headed this way."

"It seems to me as though Hawaii were destined to play an important part in the history of polo. You have some of the best ponies in the world here, and some players who are second to none, besides a large and promising crop of youngsters who bid fair to fill creditably the places of the older players, when the time comes for them to quit the game."

"Taking all these things into consideration, it would seem that it won't be so very long before Hawaii has a championship team of her own, and it wouldn't be surprising if, sooner or later, a championship game were played right here in Honolulu, at Kapiolani Park."

By the beginning of next week Berry expects to have his horses in shape for inspection by the general public. The period of quarantine will then be up and it is likely that the horses will be taken to Kapiolani Park and quartered there.

Already there has been a lively inquiry for the horses, and several prospective sales are in the air. One of the large ranches is said to be contemplating acquiring the Stallion Deutschland and the mares Fay Muir, La Estrella, Frazzle and Rosella each have prospective purchasers.

# KILGILNE ENLISTS IN CORPS FOR AVIATION

Former Reporter On Advertiser Passes Examination and Is Accepted and Expects to Begin Soon His Course of Training

William F. Kilgiline, "Mike" as he was known to his friends and closer associates while he was on the reporter staff of The Advertiser, has enlisted, passed his examination and been accepted in the aviation section signal officers' reserve corps and expects to begin his training for air service within the next two or three weeks, as soon as his assignment to a camp reaches him in San Francisco from Washington.

For nearly a year Kilgiline was on the staff of The Advertiser. One of his first assignments after his arrival from San Francisco was to cover the Inter-Island Navigation Company hearings before the board of utilities. He later edited the "sugar page" in addition to regular reporter work and was one of the pathfinders in The Advertiser's Pilot Car on its tour of the islands.

When the call for registration for the draft in Hawaii came Kilgiline registered but his inclinations were not for service in the ordinary line of duty of the national army to be raised under the selective draft. He had other ambitions and early in August he left Hawaii and Honolulu to seek the achievement of those ambitions. How well he has succeeded is told in a letter received from him by the draft mail from the mainland in which he says in part: "enlisted last Tuesday."

The whole process of getting into the aviation corps is a patience test. Four days before my arrival here, I mailed my application to Washington with the accompanying letters of recommendation after having personally applied for the required blanks at western department headquarters here. On September 14, a month after my return, I received acceptance of my application. Ten days later I reported before the examining board. The next day a group of sixteen applicants went through the physical tests. This examination took place at the University of California hospital here and lasted four hours. We reported at seven forty-five Tuesday morning and they finished with us at noon that day. The examination, in point of carefulness and thoroughness, is everything that you hear. But there are none of the gun-shooting stunts or other fearsome things as are reported. The only out-of-the-ordinary test is the one to determine sense of balance—the whirling chair. They give you eight of these "whirls." After each one you feel as if you are aboard the Kaimo or the Likilike or some other inter-island steamer. My experience traveling between islands helped and I didn't do what some of the other boys did—lose everything.

That afternoon, much to my delight, I was notified that I had passed. Six of us passed out of sixteen, a higher percentage than usual. As a rule about four out of twenty pass this aviation corps test. Tommy Duggan took the test a few days before I did and failed because of slight deafness in one ear. After passing the test, we were enlisted as privates.

The next step is to await sending of my papers to Washington. I will probably be assigned to the preliminary training school at the University of California, Berkeley. There I will take a two months' course in ground work, theoretical training such as study of air currents, astronomy, machine gun mechanism, observing, direction of artillery fire, wireless, etc.

"If I pass the examinations at the end of the two months, I go to one of the flying schools such as Dayton, Ohio, or San Diego, California, and become an aviator with a lieutenant's commission. It's a long road but will be worth while.

Everyone seems to be enlisting here and the newspapers have had time replacing men as fast as they enlist. It is true that there is not the wild enthusiasm and outward show of spirit for the war that one would expect, but San Francisco, at least, takes the war seriously and, I believe, is all for it."

# CAPTAIN WILLIAM MATSON IS NEAR DEATH ON COAST

Well-Known Shipping Man Suffers Second Stroke and Physicians Say End Will Come Soon

Capt. William Matson, president and principal owner of the Matson Navigation Company, lies in his home at San Francisco at death's door, according to an Associated Press report received last night by The Advertiser.

Captain Matson was the victim of a stroke some months ago, from the effects of which he was slowly recovering, having visited Honolulu some months ago in a trip for his health. He came down from the Coast on the maiden trip of his newest steamer, the Maui, and left Hawaii much improved physically.

Yesterday he had a second stroke and last night he was suffering from cerebral hemorrhage, his physicians announcing that his end was very near. Caused By Overwork

The San Francisco despatch states that this second stroke was brought on by overwork while in poor health. E. D. Tenney, president and manager of Castle & Cooke and a director of the Matson Navigation Company, is now on the Coast. In the event of the death of Captain Matson, it is probable that the management of the steamship company will devolve upon Mr. Tenney. A short time ago during Captain Matson's previous severe illness, Mr. Tenney acted for him in the management of the company and the plan then was for him to make his home in San Francisco and to succeed Captain Matson. The remarkable recovery made by the latter at that time however, made these plans unnecessary.

Was Poor Boy  
Captain Matson, whose hours appear to be numbered, has for years been an outstanding figure in Pacific marine circles. He started out in life in Sweden, son of poor parents, forced by circumstances to go to sea when he was a lad of ten. Today he is one of the largest owners in a great fleet of steamers and one of the prominent men of the Pacific Coast.

He was born October 18, 1849, the year of the famous California gold rush, in Lysekil, Sweden. In his veins runs the red blood of the ancient Vikings; within his breast is that love of adventure that will send a man to the ends of the earth to gratify the longing. Perhaps this explains why the subsequent career of the man has been possible.

Attendance at the public schools was interrupted for Captain Matson when he was ten years old, and he spent a year at sea on a sailing vessel as all-round "hand" boy. Thereafter he went back to his books, but the lure of the ocean continued to attract him, and he left the school room for good when he was but fourteen years old, and sailed away for New York on the Aurora, a Nova Scotia vessel.

Gotham held its attractions for the young sailor only a short time. Perhaps it was the stories of the great West that he heard that impelled him on to the westward. At any rate, he took passage on the Brigawater for the long and hazardous trips around the Horn for San Francisco where he arrived in 1867.

# NEW EDITOR ARRIVES FOR HILO TRIBUNE

H. E. Boothby Will Guide Destinies of Paper

H. E. Boothby arrived in Honolulu yesterday en route to Hilo where he is to assume the editorship of the Hilo Tribune. He left immediately for the Big Island metropolis.

Mr. Boothby comes from the East, where he was engaged for the Tribune editorship by Carl Carlsmith, one of the stockholders of the paper who is now on the mainland. Casual impression of Mr. Boothby leads to the conviction that he will make good with the Tribune and that he will start in at once not only to watch but to help "Hilo grow."

Roy Meyers, who has been editing the Tribune since the resignation recently of A. L. MacKaye, will remain with the paper, the directors being very well pleased with his work.

### COLONEL HOUSE VISITS PRESIDENT IN HIS HOME

WASHINGTON, October 11.—(Associated Press)—Colonel House of Texas, the close friend and adviser of the President, arrived at the Capital yesterday and is now a guest of the President and Mrs. Wilson at the White House.

### CASTLE & COOKE, LIMITED

SUGAR FACTORS, SHIPPING AND COMMISSION MERCHANTS INSURANCE AGENTS.

Row of Car Cause of Woman's Injury  
Becomes Frightened and Jump Off When Conductor and Soldier Have Fight

A fracas on a Waikiki-bound car last night was the cause of Mrs. W. J. Mossman being taken to the emergency hospital for treatment, and Private A. Smith, Ninth Company, Coast Artillery Corps, Fort De Russy, appearing at the police station to prefer a charge of assault and battery against Conductor O. R. Allison.

Smith's story was that he and some other soldiers were returning to their post and that at the corner of Kalaheo Avenue and Saratoga Road they rang for the car to be stopped. Smith says that the conductor made a slurring remark as he was getting off the car, and that on returning to the car to ask the conductor what he had said, the latter kicked him in the face, inflicting a cut on the cheek. He declares that he boarded the car and that the conductor grappled with him until the again came to a standstill, when Smith got off.

# CONGRATULATES PERSHING AMERICAN CAMP IN FRANCE

October 10.—(Associated Press)—Marshall Joffre yesterday sent his congratulations to Gen. Pershing on his promotion to the rank of full general.

Net content with transporting merchandise, Captain Matson many years ago entered as a pioneer into the industry of carrying oil by water. Immediately after the discovery of oil in the California fields he rebuilt some of his sailing vessels into tank ships, the first on this Coast. He also branched out as an oil operator himself, with heavy financial interests. The forty-mile pipe line from Gavito to the Santa Maria oil fields was built by Captain Matson, in association with William B. Crocker, William Irwin and John A. Buck, and then he helped build another line of 112 miles from Coalinga to Monterey. Some years ago he sold these holdings to the Associated Oil Company, but later entered the field again with a larger investment than before.

Besides the active direction of the Matson Navigation Company's affairs, Captain Matson helps direct several other commercial and development enterprises. He is president of the Honolulu Consolidated Oil Company, the

Commercial Petroleum Company, the Atlas Wonder Mining Company and the Wonder Water Company, and director of the National Ice Company, the Honolulu Plantation Company, the Hawaiian Sugar Plantation Company and many more.

He is Consul for Sweden with a jurisdiction embracing the States of California, Oregon, Washington, Idaho, Utah, Nevada, Arizona and Alaska Territory.

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### BANKS ASKED TO WRITE TO ALL DEPOSITORS

WASHINGTON, October 11.—(Associated Press)—Bank Controller Williams yesterday proposed a comprehensive canvass of all bank depositors for subscriptions to the Liberty Loan. He proposed to the bankers that every bank in the country should send a letter to each of its depositors calling attention to the necessities of the situation, the desirability of heavy subscriptions to the second Liberty Loan and to urge such depositors to subscribe freely and liberally as they may do within their means.

### NORMAN ROSS PASSES EXAMINATION FOR DRAFT

SAN FRANCISCO, October 11.—(Associated Press)—Norman Ross, the famous swimmer, who has been drawn in the draft, has passed his physical examination with flying colors being pronounced by the surgeons as physically perfect. By registering, Ross made no claim for exemption.

### NORWEGIAN IS SUNK

AN ATLANTIC PORT, October 10.—(Associated Press)—The Norwegian steamship Majoran has been sunk by a German submarine. News of the loss of the vessel was brought here yesterday by members of the crew who arrived here.

## How to Economize in Home Baking

### Use Royal Baking Powder in Place of Eggs

In many recipes you will need only half as many eggs, in some none at all, if you use an additional quantity of Royal Baking Powder, about a teaspoon, in place of each egg omitted. The following tested recipe for rice bread is a practical illustration.

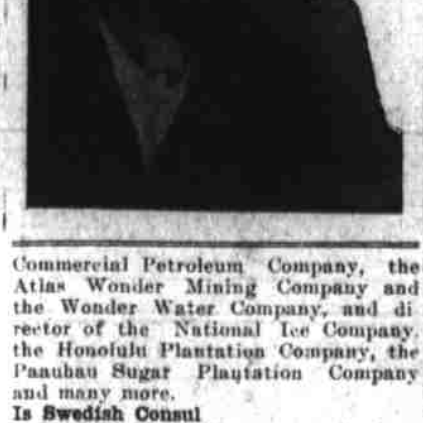
**RICE BREAD**

1 egg  
1½ cups milk  
15 cups corn meal  
4 teaspoons Royal Baking Powder  
1 teaspoon salt  
1 tablespoon shortening  
½ cup boiled rice

DIRECTIONS—Beat egg until very light; add milk slowly; mix well. Add corn meal which has been sifted with baking powder and salt. Mix well and add melted shortening and the rice which has been pressed through a sieve. Bake in greased shallow pan in oven 25 minutes. Serve hot with plenty of butter.

The old method called for 2 eggs

New book of recipes which economize in eggs and other expensive ingredients mailed free. Address Royal Baking Powder Co., 135 William Street, New York, U. S. A.



CAPTAIN WILLIAM MATSON, prominent shipping man, who lies near death in San Francisco.

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At the emergency hospital Mrs. Mossman was found to be suffering from a slight scalp wound, an abrasion of the left arm near the elbow, and strain of the neck and jaw. After being attended by Dr. R. G. Ayer, Mrs. Mossman proceeded to her home.

While the car was in motion, according to Allison, Smith again jumped on and as he was giving the motorman the bell to stop, the soldier grabbed him and tried to pull him off the car, where upon Allison struck him in the face.

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