

TODAY THE FLEET SAILS WAY FOR SOUTHERN CROSS AND THE COLONIES

(From Wednesday's Advertiser.)

This afternoon the naval patrolmen will begin shortly after noon to make their final rounds of the streets, gathering up those sailors who may have forgotten in their pleasure in being in Honolulu that this afternoon the battleship fleet hoists anchor and sails for the Antipodes. There will be no more men ashore in the patrol than usual, four from each of the sixteen ships, but their work will be harder than it has been at any time since they first went on duty ashore, the difference being that they will have to hustle round, while so far they have had almost a sinecure.

Now that Honolulu has had the opportunity of becoming acquainted with the battleship boys—practically every man aboard each one of the twenty-two battleships and auxiliaries having spent a day or longer ashore—the townsfolk are able to appreciate what clean young Americans these sailors of Admiral Sperry are. Their behavior at all times and under all circumstances has been irreproachable, and the sailors of the "new navy" can rest assured that hereafter, as always, Honolulu will have a hearty welcome for them when they arrive and an aloha for them wherever they may be. On the streets, in the various places of public entertainment, on the street cars and at the dances in their honor the boys of the navy have proven themselves worthy of the opportunity given them to carry the name "America" around the world.

With the sailors ashore the city police have had no trouble at all, and the patrolmen have had so little that their duties have become monotonous. There has not been, in fact, an outward event to mar the pleasant relations between citizens and sailors. No complaint of overcharging, no complaint of incivility or unpleasantness on the part of any citizen has been made by any of the men to their officers, and no complaint of any kind has had to be lodged with the patrolmen against the men, with the very few exceptions of where the climatic effects have driven the Nuuanu waters of the city to the visitors' heads and heels, a complaint that is not infrequent among Honoluluans themselves. As a matter of fact, the presence of the sailors in the city seems to have had an excellent effect upon the town, as fewer drunks by half have been registered at the police station during the past week than is the average.

Up until midnight every night since the battleships cast anchor off the harbor, the sailors from some of the ships have been ashore. At midnight they have all gone back to their ships to sleep, this fact occasioning a great deal of comment around the city, especially among those who had fitted up sleeping quarters ashore for the sailors and found these uncalled for. Various reasons why the sailors should receive orders to report aboard every night at midnight have been in circulation, and various civilians have at one time or another been given the blame for the issuance of the order. There is no blame to be attached to anyone in the matter, however.

In the opinion of Admiral Sperry, Honolulu did not have the right kind of accommodations for so many of the men as were ashore on liberty every day. A great many could have been accommodated, but not all, and no line could be drawn. It was easier, then, for the authorities to order the men all back than to allow some of them to stay ashore and issue the return order only to a few. There were good reasons why it was better to have the men aboard every night than to have them ashore, reasons of discipline and others. If it had been possible in other places where the fleet had called to carry out the same orders, the orders would have been issued, but in the larger cities and in places where the landing conveniences were not as good as those provided here, this could not have been done.

It would have been impossible in San Francisco, for instance, for the men to return to their launches at midnight if they attended the uptown theaters, the distance to cover being greater and the city transportation not so good. And the same is true of Los Angeles and other ports.

There was no question of mollycoddling the men or of doing anything that would injure shore business, but simply one of expediency and for the best interests of the men.

BATTLESHIPS WERE ABLAZE WITH ELECTRIC LIGHTS

Like spectres, beautiful, glistering and wonderful, fifteen of the battleships of Admiral Sperry's command were outlined with incandescent electric lights last night, five within the harbor and ten at the outside anchorage, each vessel displaying its name in huge electric letters across the front of the bridge. A score and a half of powerful searchlights thrust their penetrating shafts of blue-white light into the night, crisscrossing, lighting up clouds, then marking a silvery lane across the waters, now bathing buildings, trees and mountains in a great light, and then suddenly illuminating groups of spectators.

Never before has Honolulu witnessed such a beautiful marine sight, and for that reason it appeared that all Honolulu turned out en masse to feast upon the vision of electrical beauty. The vessels in the harbor, being close at hand, showed the workmanship of the electric outlines, but those lying at anchor in the roadstead were so distant that their lights seemed like blossoms in the air.

The names on the bridges of these vessels could not be readily distinguished, but those within glowed signs of "Connecticut," "Wisconsin," "Illinois," "Kearny" and "Kentucky."

The Nebraska, which was only yesterday released from quarantine, and is still coaling, was not in the display.

The high lights were particularly beautiful, each one of the two military masts aboard each warship being illuminated so that each became almost a perfect cross, vying with the Southern Cross in the heavens for brilliancy and spectacular effect, for each mast stood out brilliantly against the background of night.

The illumination of the ships was a graceful compliment to Honolulu on the part of Admiral Sperry, and is one feature, beside many others, which was thoroughly appreciated by the public.

At exactly 8:30, when the bells were struck, every searchlight was extinguished. This in itself was a surprise to the landmen ashore, for not only did those aboard vessels inshore go out together, but those in the offing went out at the same instant.

THE SCENE FROM WAIKIKI.

One of the best points of vantage from which the illuminated fleet could be viewed last night was the beach along the Kapiolani Park. There hundreds gathered to marvel at the sight of the floating fiery ships, their search-



REAR-ADMIRAL SPERRY, U. S. N., COMMANDING THE ATLANTIC FLEET.

lights, playing and flickering like the northern lights, their beams stabbing into the clouds, playing along the tree-tops and lapping the surf where it bounded over the reef, while dazzlingly beautiful against the background of the night the ten battleships were outlined, each the focus point for their twin-searchlight beams.

Close at hand gleamed the red, white and blue from the Moana and Seaside decorations, while filling in the gap between these and the glowing lights of the harbor, rockets streamed into the air and showered their bursting fire blossoms into the tops of the waving cocoanut palms, tossing in the beams of the ever-shifting crisscrossing searchlights. It was a scene to be remembered, a display of a magnitude which the mid-Pacific had never dreamed of and which the world's tour of the Atlantic fleet has alone made possible.

MARVELOUS EFFECT FROM THE HEIGHTS.

The city beautiful as seen from the heights maaka was a dream of fairyland. Beyond the harbor lights, like the grana set pieces of a Fourth of July finale, rode the ten battleships; within the harbor half as many more glowed with radiating lights; the whole city glittered in its illuminations, the thousands of incandescents along the streets marking the foreground into lanes of light.

The illuminations of the Alexander Young Hotel outlined that building above the sheet of colors marking Bishop street, giving a Coney Island touch to the scene, while the blazing front of the Hawaiian Electric Company's building, the strings of lights marking the towers of the Capitol, the brilliant effects surrounding the powerhouse of the Rapid Transit Company, and, afar off, softly gleaming among the dark foliage, the lights at Waikiki, all combined to make a picture so dazzlingly beautiful that mere words fail in descriptive powers.

From the Pacific Heights, upper Nuuanu, Manoa and College Hills this scene was watched during the evening by entranced thousands, in the memory of whom it will live for a lifetime.

Navy Department, stirred up by criticisms that it lets new inventions go abroad, and is going to try plan sug-

gested by Lieutenant Commander Vogelgesang, will set apart Oklabaska as ship on which new inventions will be tried.

Took the Oklabaska to sea to try plan of coaling from balloons. Pointed out by critics that balloon could take up basket of coal, be pulled along over ship to be coaled and the coal let go. Save a lot of labor.

Balloon rose from collier with ton of coal. Got it over Oklabaska after three hours' hard work. Aeronaut shot the bolt at signal. Most of the coal went down smokestack, some into the water and part scattering on deck. Caused some delay, but inventor, who was on board, said it was highly creditable for a first attempt.

On second try aeronaut made a mistake and let all the coal fall back on the collier, causing exceedingly noxious conduct on part of the civilian crew who happened to be underneath it.

After basket was refilled, balloon was again brought over the Oklabaska. Man in balloon a bit rattled. Result, ton of coal went through skylight into officers' mess. Inventor much discouraged by opinions expressed by officers after digging themselves out.

On next attempt balloon got right above the ship, but for some reason began to sink rapidly and aeronaut began wildly to throw out chunks of coal to lighten it. May have been accident, but most of the big pieces went mighty close to inventor, who finally received one on his conning tower and went to sleep.

Last seen of balloon it was drifting rapidly in the direction of Cape Horn.

TRY THIS FOR CHRONIC DIARRHOEA.

Many sufferers from chronic diarrhoea have obtained prompt relief by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Some of the worst cases of this disease have been permanently cured by it after other treatment and skilled physicians had failed. Try it and you are certain to be pleased with the result. For sale by Benson, Smith & Co., Ltd., agents for H. I.

HOW TO TELL OFFICERS' RANK

Honolulu, July 18, 1908. Editor Advertiser:—At least half a dozen of your patrons would be grateful to you if you would publish in your paper the meaning (in rank) of the insignia of the Army and Navy and tell whether there is any difference in insignia being worn on the shoulder or upon the sleeve.

What is the difference between marine and other Navy men? What shows the difference between an infantry, an artillery and a cavalry uniform? Yours truly, L. M. W.

- The following are shoulder-strap insignia:
 - Rear Admiral—All gold strap; anchor between two stars.
 - Captain—Four gold stripes and one star.
 - Commander—Three gold stripes and one star.
 - Lieutenant Commander—Two and a half gold stripes and one star.
 - Lieutenant—Two gold stripes and one star.
 - Lieutenant, Junior Grade—One and a half gold stripes and one star.
 - Ensign—One gold stripe and one star.
 - Midshipman—One-half gold stripe, with one star; for full dress, a gold shoulder knot, with anchor.
 - Paymaster—Two gold stripes, with white stripe between; no star.
 - Surgeon—Purple stripe between gold stripes, according to rank, same as line officer; no star.
 - Chaplain—Black braid stripes instead of gold, number according to rank.
 - Chief Boatswain—Same stripe as ensign, but overlaid with small section of blue, and one star.
 - Chief Gunner, Chief Carpenter—Same.

DEVICES ON SLEEVE.

- Petty officers:
 - Chief Master-at-Arms—Chevron device; three bars, with arch and star between, with eagle above.
 - First-Class Boatswain's Mate—Chevron of three bars, with cross anchors between bars, and eagle.
 - Second-Class Gunner's Mate—Chevron of two bars, with crossed guns, below eagle.
 - Third-Class Petty Officer—Quarter-master; One bar, with wheel below eagle.
- The specialty marks on rating badges (device on sleeve), shown between eagle and bars, as above described:
 - Master-at-Arms—Star.
 - Boatswain's Mate—Crossed anchors.
 - Quartermaster—Wheel.
 - Ship's Fitter and Blacksmith—Crossed hammers.
 - Sailmaker's Mate (first class)—Three-circle eagle.
 - Printer (second-class petty officer)—Open book.
 - Carpenter's Mate, Painter, Plumber and Fitter—Crossed axes.
 - Turret Captain (first class)—Profile of turret.
 - Gunner's Mate—Crossed guns.
 - Chief Yeoman—Crossed keys.
 - Yeoman of Third Class—Crossed quills.
 - Electrician—Globe.
 - Machinist's Mate (chief, first and second class)—Propellers.
 - Water Tender (chief and first class)—Propellers.
 - Oiler (second class)—Propellers.
 - Hospital Steward—Geneva cross.
 - Hospital Apprentice (first class)—One bar below Geneva cross and eagle.
 - Bandmaster—Lyre under arch.
 - First Musician (first class, petty officer)—Three bars and lyre.
 - Chief Commissary Steward—Crossed keys above horizontal quill.
 - Commissary Steward (first class)—Same as above, without arch.
- Distinguishing marks on sleeve below device, or on opposite sleeve:
 - Co. Captain—Large gun, horizontal.
 - Apprentice or ex-Apprentice—Figure 8 knot below V of jumper.
 - Seaman Gunner—Bursting shell.
 - Gun Pointers (first class)—Open sight (circle), with cross wires, and square at bisection of wires, with star above.
 - Gun Pointer (second class)—Same, without star.
- Marines are a military body attached to ships, whose duty is of a police character. They have nothing to do with navigation.
 - Color of facings shows the difference between an infantry (white), artillery (red), and cavalry (yellow) uniform.
 - On the collar of the blue fatigue jacket an admiral has four stars; rear admiral, two stars; captain, silver eagle; commander, gold leaf; lieutenant commander, gold leaf; senior lieutenant, two bars; junior lieutenant, one bar; ensign, anchor. In the Army, such insignia stands, respectively, for general, major general (one star, brigadier general, for which the Navy has no corresponding rank), colonel, lieutenant colonel, major, captain, first lieutenant, second lieutenant.

SCOTTY OWED QUITE A NUMBER

The departure of "Scotty" Me... from Honolulu a week ago and rumor that he had gone to take up residence in California, or at least of the mainland, has caused several business houses to rub their heads, metaphorically, and wonder where they will get off at in connection with unpaid bills which "Scotty" left behind. One large firm, which supplied "Scotty's" Cafe with provisions, on going over its bills ascertained that Meaton was indebted to the firm to the amount of about \$1000. It was also learned that several other firms had bills of considerable amounts, the total aggregating, it is said, several thousand dollars.

This firm discussed the proposition of placing the collection of the bill in the hands of a San Francisco attorney, who formerly practised law here. The firm was about to cable this morning, owing to the fact that the Alameda on which "Scotty" is a passenger would arrive there during the day. Later the firm came to the conclusion that an action at law would be too expensive in view of the probable value of a judgment.

"Scotty" is known to have made a settlement with his bank before leaving and is said to have carried with him to the Coast a rather large sum, to be used in the opening of a saloon.

Although it was generally known that "Scotty" would leave Honolulu after he was turned down by the Liquor Commission in his effort to renew his license, yet it was not thought that he was going away on the Alameda and many of his friends were taken by surprise when he came on the dock laden with leis.

FATHER M. C. GLEASON OF THE CONNECTICUT

Father M. C. Gleason, chaplain of the Connecticut, is a man who has peculiar relations to Honolulu. He was chaplain of the battleship Missouri, when the double explosion in the turret at the handling room of that vessel on April 13, 1904, killed five officers and twenty-five men, among them Midshipman Edward Neumann, son of Mr. and Mrs. Paul Neumann, the first naval cadet appointed from Hawaii.

Father Gleason proved himself a hero at that time. He was one of the first to rush to the turret after the explosion to rescue any survivors there might be, or bring out the bodies of those who had been killed. At the time the eastern papers were full of accounts of Father Gleason's intrepid action.

Father Gleason is as modest as he is brave. Many people here have received letters from friends away from here, asking them to look Father Gleason up during the stay of the fleet. He has had many callers.

Father Gleason is a most engaging and polished gentleman and at the At Home given on the Connecticut Monday, by his thoughtfulness and tact, he added greatly to the enjoyment of a great many people at the affair.

NO COFER DECISION.

There has been no opinion regarding the eligibility of Dr. Cofer to be president of the Board of Health, said Governor Egan yesterday, "no of the question of the compatibility of his holding his Federal and this Territorial office. Nor did we expect one so soon. Meanwhile there is nothing in the intimation that M. P. Robinson is not in fact the president of the Board of Health."

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of WAMPOLF'S PREPARATION have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood, and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It is a scientific remedy and a food with a delicious taste and flavour. One bottle convinces. "You cannot be disappointed in it." Sold by druggists here and everywhere.

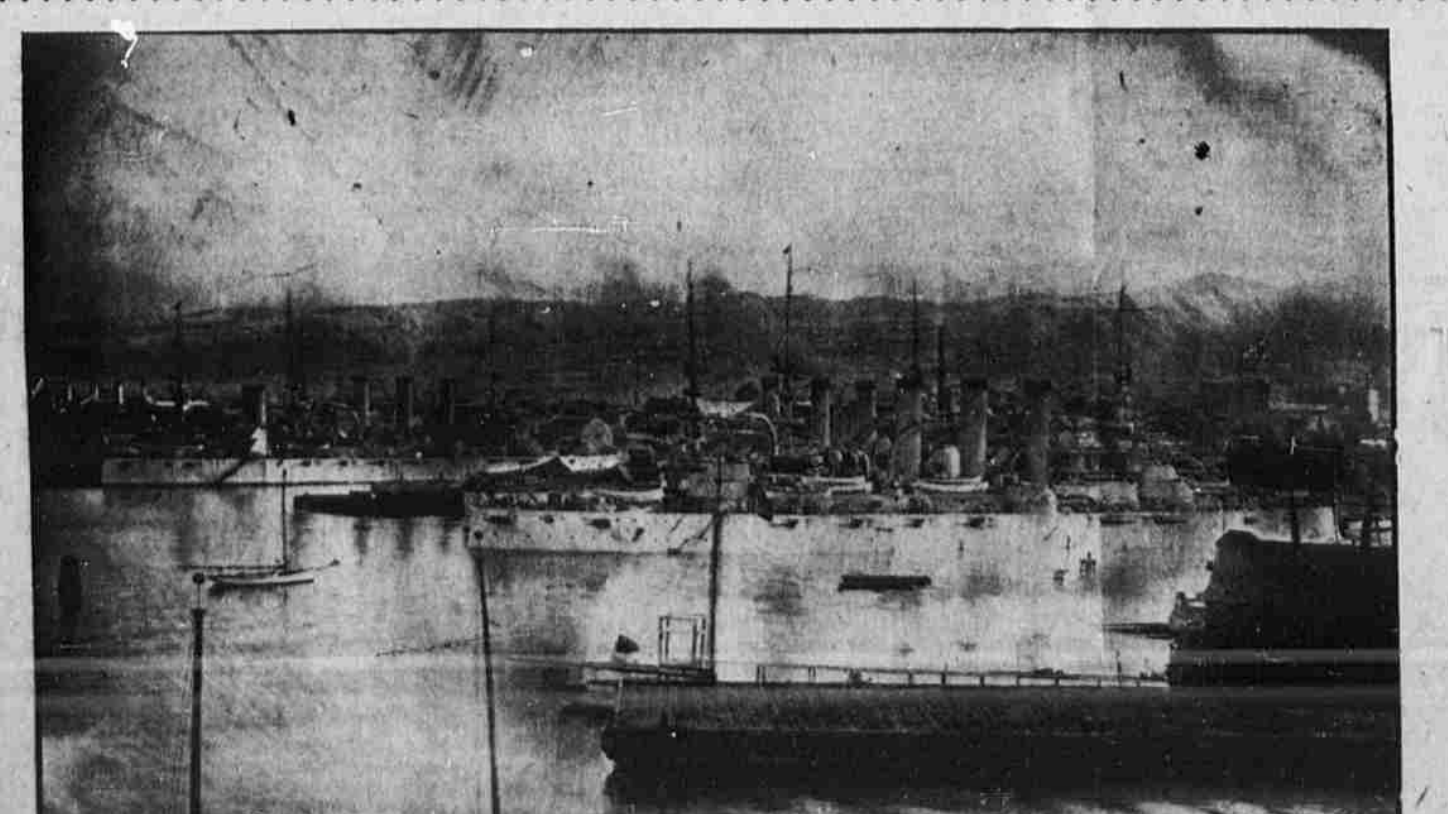
NEW PROCESS AGAINST CAPTAIN J. F. CARTER

United States District Attorney Breckons yesterday filed an information against Captain J. F. Carter of the battleship Georgia, lately attached to the Naval Station at Honolulu as commander of the U. S. S. Iroquois, charging him with malicious assault committed on Frederick B. Moore at the Naval Station reservation early in July.

Judge Dole issued a bench warrant. Captain Carter appeared before Judge Dole and the case was continued until August 31, pending the decision of the Supreme Court in the appeal from the District Court of the Territory wherein a fine of \$25 for the same offense was imposed by Judge Andrade. The question at issue in the appeal is whether the Territorial courts have jurisdiction of assaults committed on the naval reservation.

Captain Carter was released on his own recognizance in the sum of fifty dollars.

Judge De Holt yesterday entered judgment in favor of Lewers & Cooke against Joe Carca for \$331.65.



BATTLESHIPS IN HONOLULU HARBOR.

—Cotton Photo.