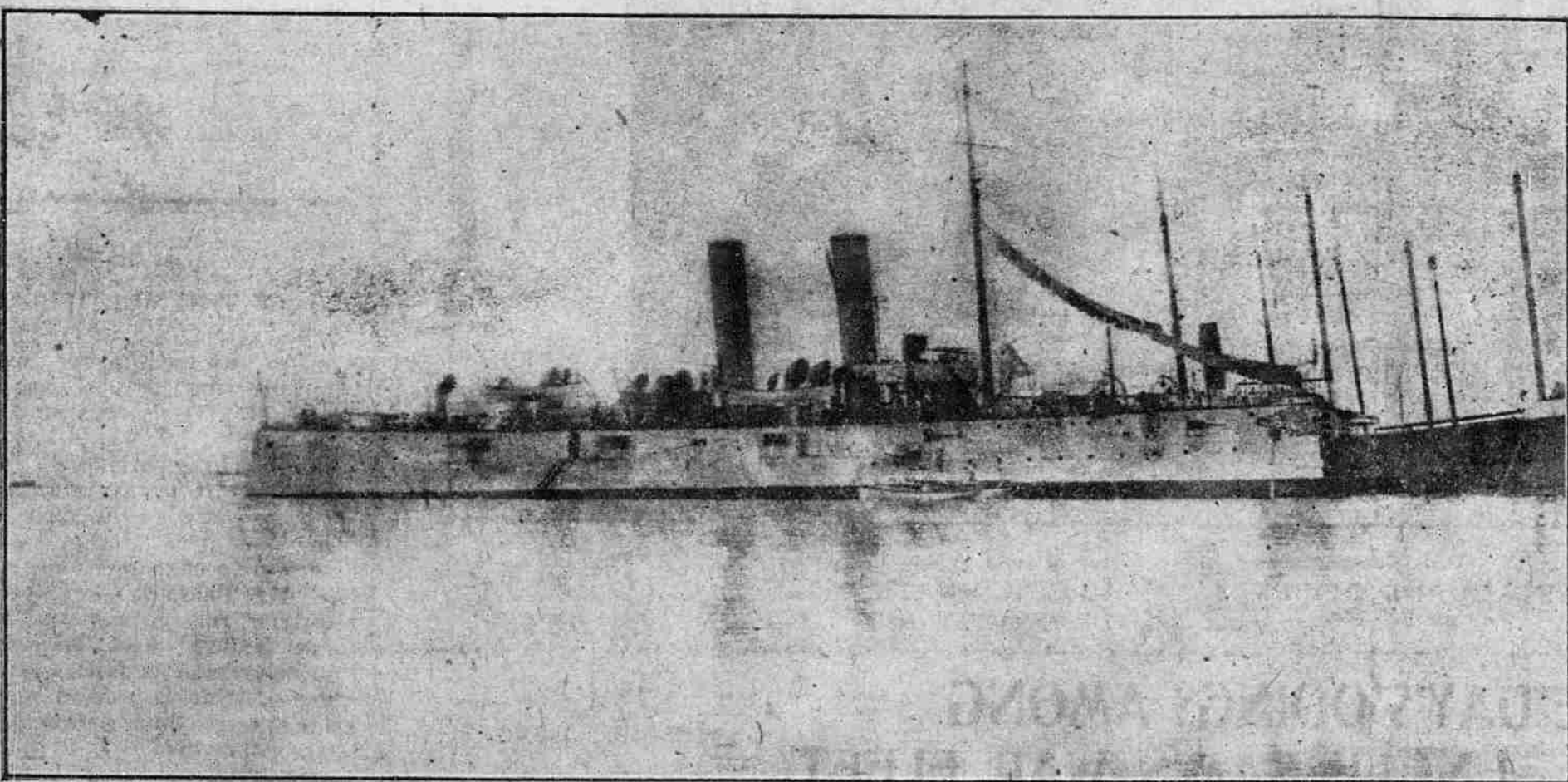


DECKS OF THE CINCINNATI COVERED WITH ASHES FROM MARTINIQUE'S CRATER



THE CINCINNATI IN NAVAL ROW.

UNCLE SAM possesses no warship with a more unique history than the cruiser Cincinnati which now lies in Naval Row, Honolulu harbor, attached to the fleet of Admiral Evans. More Central and South American and West Indian revolutions have been participated in by the Cincinnati than almost any other vessel in the American navy. The Cincinnati also has the honor to have been the first American warship to arrive in the harbor of the ill-fated city of St. Pierre, Martinique, four days after the eruption of the volcano La Soufriere in May, 1902, which destroyed the lives of 31,000 people in almost the twinkling of an eye.

The Cincinnati is further distinguished at the present time by having aboard as officers two men whose names became famous during the Spanish-American war, both in Cuban and Philippine waters. These are Lieut.-Commander Jas. C. Gillmore, the executive officer, who was a prisoner for eight months among the Filipinos, and Lieut.-Commander Mason, the Cincinnati's present popular commander, who, as executive officer of the cruiser Brooklyn, Admiral Schley's flagship at the battle of Santiago, gave the command, "Clear Ship for Action!"

Another record which is a source of common pride on the Cincinnati is that made on the recent cruise of the cruiser squadron from Yokohama to Honolulu. Due to the excellent and efficient service of the engineer force of the warship, the Cincinnati consumed less coal than any other vessel in the squadron, her daily consumption being an average of 31-2 tons which is several tons less than that of one other vessel.

The Cincinnati is one of the warships authorized in 1888 destined to become one of the vessels of the famous "White Squadron". The vessel was launched in 1893 at New York. Since then she has been entirely remodelled and is now a modern ship of war in every respect. Even the furnishings have been entirely renewed, these being composed throughout of steel and there is practically nothing aboard that can burn. In the cabins and staterooms, where usually wooden furniture is to be found, the desks, wardrobe cabinets and other furnishings are of thin steel, painted to appear like wood.

Despite her age—warships are old nowadays when they pass their eleventh or twelfth birthday—the Cincinnati does not necessarily have to follow in the wake of any vessel of the fleet, for at her last speed trial she made about 21 knots per hour, and she has the honor of having won the ocean race when attached to Admiral Higginson's Atlantic squadron. Like many other of the "new navy" vessels built a dozen or more years ago, the Cincinnati has been completely overhauled and remodelled and today stands as a fine type of the American warship, ready to fight anything of and over her size.

During the Spanish War the Cincinnati participated in the Cuban and Porto Rican blockade and although not getting into any engagements, assisted largely in guarding the coast lines.

In December, 1901, the Cincinnati went into commission as a training ship for foremen in the West Indies. One of the first duties assigned to the warship was the blowing up of wrecks and

derelicts which were menaces to navigation.

Following this work the Cincinnati fell in with revolutions in Central America, South Africa and the West Indies. The vessel went to Venezuela before the actual hostilities began there a couple of years ago, and then was ordered to Colon, Panama, where a battalion of men was landed who guarded the isthmus. The battalion's duties consisted of guarding the port and keeping the isthmus clear, going from one end to the other on armored cars. This work was continued until the fleet of Admiral Casey came down to Panama on the Pacific side, when that commander took charge of operations.

For six weeks the vessel lay off La Guayra, the port leading to Caracas. Then the vessel went to Hayti where a revolution was in progress and landed men there. The men on the vessel witnessed the storming of a fort and when refugees came out in boats they were taken care of by the Cincinnati, and fed and quartered on board. From Hayti the vessel went to San Domingo where a revolution had been started. The revolutions in these parts have been so numerous that the officers and men get mixed in telling of them, especially in giving dates.

Following her career in Caribbean waters the Cincinnati went to Norfolk, Va., to be refitted and then joined Admiral Higginson's squadron for the maneuvers. On January 2, 1903, the vessel joined Admiral Crowninshield's squadron which was assigned to the European station. The vessel cruised about in the Mediterranean and waters surrounding Europe until April when she proceeded to Chefoo, China, and joined the Asiatic fleet.

The Cincinnati has a beautiful solid silver service aboard presented by the City of Cincinnati, the punchbowl being very large and massive, and big enough to have healths drunk from it by all the officers of the fleet, with enough to spare to go around a few times more.

CINCINNATI SAW MARTINIQUE DISASTER.

Perhaps, the most remarkable episode in the history of the Cincinnati was her connection with the terrible eruption at St. Pierre. When the eruption of Mont Pelee took place the warship was at San Domingo. Orders were given to proceed at once to the scene of the disaster, the vessel arriving in the harbor of St. Pierre four days later. Lieut.-Commander Gillmore, who was then on the Cincinnati, says that it is impossible to describe the horror of the situation. Long before they reached St. Pierre the sky was overcast and it became so dark that it was difficult to locate the island. Dense clouds overhung the fated place and ashes came down in clouds. The air had the appearance of a heavy, stifling fog.

The vessel entered the harbor and passed the British steamer Roraima, which was even then smoking, a complete ruin. The Cincinnati anchored near the vessel, which afterwards sunk. Clouds of ashes fell upon the decks until they were covered with more than an inch of fine dust. Small particles of stone dropped like hail upon the vessel, and it was difficult to breathe. Many of the officers and men on the Cincinnati

(Continued on Page 2.)

QUO WARRANTO PROCESS IS FINALLY ADOPTED

County Act Test Case to Be Brought Before
Judge De Bolt Today and Hastened
to Supreme Court.

A writ of quo warranto is the plan finally adopted for a judicial test of the County Act. Although the question was reopened and earnestly discussed at the Capitol yesterday, the conference of the Bar Association committee with Governor Carter and Attorney General Andrews adhered to the course announced in that morning's Advertiser.

There were three plans under consideration—1, a writ of injunction; 2, a submission of agreed fact to the Supreme Court; 3, a writ of quo warranto.

The writ of quo warranto will be directed to the supervisors of the County of Oahu, requiring them to show their authority or warrant for assuming the functions prescribed for supervisors of counties in the County Act.

It is intended that the summons shall be served on each supervisor this morning, returnable before Circuit Judge De Bolt this afternoon. The purpose is to get a pro forma decision from Judge De Bolt and take an appeal therefrom to the Supreme Court, then endeavor to have the matter heard by the appellate tribunal as soon as possible after Christmas.

The quo warranto proceedings having been decided upon, the executive committee of the Bar Association requested the Attorney General to write to Messrs. Matthewman and Hemenway to act for the Territory, and General Hartwell for the County in the matter. Attorney General Andrews will not appear personally, but his name will be used as relator for the Territory in the writ.

As the writ is to run, its preamble cites the Organic Act and the County Act as bearing on the subject, then commands the supervisors to show cause why they should not be declared not qualified nor legally entitled to act as supervisors of the County of Oahu upon the following grounds:

GROUND OF WRIT.

(a) That said County Act provides for elective boards of a public nature, instead of boards appointed by the Governor, as required by the provisions of said Act of Congress.

(b) That said County Act requires certain appointive Territorial officials, as, for instance, the Superintendent of Public Works, to surrender to certain elective county officers, as required by

the provisions of said County Act, the care and custody of public property entrusted to the charge of such appointive Territorial official under the provisions of said Act of Congress.

(c) That said County Act contains two subjects, in violation of the provisions of said Act of Congress.

(d) That the ayes and noes were not taken at the third reading of said County Act, in conformity to the said Act of Congress.

CAUSE OF ACTION.

These aforesaid grounds of the disqualification of the Oahu supervisors having been related, the writ goes on to declare:

"That it is of great concern to the people of the Territory of Hawaii, and as well to the Territorial officials thereof, that if said County Act is invalid on the grounds above named, or any of them, the defendants shall be declared not qualified nor legally entitled to act as Supervisors of the County of Oahu aforesaid."

Following are the requisitions to counsel sent to those respectively named in the superscriptions by the Attorney General:

REQUISITIONS TO COUNSEL.

Attorney General's Office,
Honolulu, T. H., Dec. 23rd, 1903.
To General Alfred S. Hartwell, City.

Dear Sir: In view of the expressed wish of the Bar Association to assist in the case to test the validity of the County Act, and understanding that the executive committee of the Association suggested to you to act as counsel in such case in presenting the argument for the validity of the Act, I beg to inform you that a case is now about to be brought by the Territory against the Supervisors of the County of Oahu, for the purpose, and that I shall be pleased if you will act as counsel for the defendants. Mr. W. T. Rawlins, the District Attorney, joins me in this request and will appear formally for the Supervisors.

Very truly yours,
LORRIN ANDREWS,
Attorney General.

Honolulu, T. H., Dec. 22, 1903.
J. A. Matthewman, Esq., Honolulu, T. H.

Dear Sir: Understanding that the executive committee of the Bar Association desire that a case be brought for the proper testing of the validity of the so-called County Act, and that you were selected to act as counsel to present the argument against the validity of the said act, I beg to inform you that a case of quo warranto is now contemplated being brought against the Supervisors of the County of Oahu to test this very question, and that I shall be very much gratified if you

(Continued on page 3.)

SIXTY-THREE ROASTED IN BURNING RAILROAD WRECK

Prospects of Winter War Between
Russia and Japan Are
Growing Darker.

More Marines Will Be Sent to the Isthmus.
Illinois Steel Company's Plant Shuts Down.
No City Water From Yosemite.

(ASSOCIATED PRESS CABLEGRAMS.)

PITTSBURG, Pa., Dec. 24.—The Duquesne Limited train, bound for New York City, jumped the track near Dawson and rolled down an embankment, smashing the cars and locomotive. The wreck caught fire and sixty-three people, many of them foreigners and negroes, were roasted to death. Seventeen were badly hurt.

PROSPECTS FOR PEACE ARE NOT IMPROVING

TOKIO, Dec. 24.—There is great military activity here and elsewhere in Japan.

The Tong-Haks, the Korean tiger-hunters, who virtually caused the war between Japan and China in 1894, are again in revolt. They occupy the mountains of the interior.

PEKING, Dec. 24.—Diplomats at this capital are pessimistic over the prospects of peace between Japan and Russia.

ST. PETERSBURG, Dec. 24.—The Russian government is hopeful of peace with Japan but does not expect an early settlement.

NAGASAKI, Dec. 24.—The Japanese fleet, assembled here, is substituting Welch for soft coal and removing all woodwork from the ships.

TO STRENGTHEN ISTHMIAN FORCES.

WASHINGTON, Dec. 24.—A force of marines, probably two battalions, will sail for Colon on the Dixie next week. They will carry several quick-firing guns.

THREATENED PARIS STRIKE.

PARIS, Dec. 24.—A strike of bakers, butchers and grocers is threatened in opposition to municipal employment agencies. The police are preventing disorders.

PRESERVING YOSEMITE.

WASHINGTON, Dec. 24.—The Secretary of the Interior has refused permission to San Francisco to obtain a supply of water from the Yosemite valley.

PUERTA PLATA BOMBARDED.

CAPE HAYTIEN, Dec. 24.—A Dominican warship is bombarding Puerta Plata, the headquarters of the revolutionists.

GOVERNOR TAFT LEAVES.

MANILA, Dec. 24.—Governor Taft left this port today for the United States, receiving an enthusiastic farewell.

GREAT STEEL PLANT CLOSED.

CHICAGO, Dec. 24.—The plant of the Illinois Steel Company has been closed and 6500 men are idle.

WHERE JURIES AID JUSTICE.

SAN FRANCISCO, Dec. 24.—County Clerk Mahoney has been indicted for felony.