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MASTER OF SUBMARINES

The Boston Post publishes the following regarding Captain Cable, who is known here and is a friend of Captain Sanders, the pilot:

Captain Frank Taylor Cable is the man who has made the dreams of Jules Verne come true.

He has travelled leagues under the sea, shut up tight in the cramped walls of the mysterious little under-water demon of war—the submarine—and he has come back safe and been down again and again until the daring life under the sea is no more to him than a quiet smoke beside his kitchen fire.

He has risen from the humble position of farm boy to the head of the greatest submarine concern in the world, the Electrical Boat Company at the Fore River shipyard in Quincy, but still the call of the deep and the fascinations of the little diving monsters of the sea are an obsession that his 44 years has not eclipsed.

He has been down on more submarines than any one man alive, and the miniature submarine navies of England, Russia and Japan owe their inception to the daring feats of this Yankee under-sea navigator.

A decade ago Captain Cable first assumed command of the old Holland, the first submarine that received the seal of Uncle Sam's approval and was purchased by Congressional appropriation for \$150,000.

His appointment marked the first rung in the captain's ladder of fame.

He began life out in a little country town in Connecticut with just the usual proclivities of the ordinary keen headed farmer's boy.

At 18 he had carried off his diploma from Claverack College, a technical school in Hudson, N. Y. From school he went back to farming.

He ran the plow four years. Then he took off his overalls, put on his Sunday suit, and hiked over to Morris Heights, N. Y., where there was then in operation a naphtha launch company. He got a job and learned all there was to be learned about launches. That took two years and a half.

Next his genius took another flight and landed him in a machine shop of the Philadelphia Electrical Company, with 10 hours of hard work and a \$2 a day wage before him. He kept putting money into his sock and also fixed an eye on the main chance, with the result that the managers of the company decided that Mr. Cable ought to be given one of the favored positions in the laboratory department. At the end of seven years Mr. Cable had proven himself an expert in electrical equipment—a specialty which first brought him in connection with submarines.

The Philadelphia company built all the electrical equipment for the old Plunger, the first American submarine and one which finally turned out a failure.

About this time Mr. Holland was perfecting the first Holland boat, and he decided that a new electrical engineer was needed. Mr. Cable got the job, and in 1897, following the trials of the Holland submarines in Bridges Bay off Staten Island, the engineer was made captain of the ten wonder of the age, the Holland.

The next year he became superintendent of the Holland company, and when the Holland boat was accepted by the government, in 1900, he stood as the one of the world-famed submarine engineers.

At this time the company began building the submarine Fulton, which was later turned over to the Russian government. The shipment of this little fighting machine in 1904, during the period of the Jap-Russo war, turned out one of the official sensations of the time, which Captain Cable, by his mastery stroke of business, one dark night, down on the end of Long Island, where his company was then doing business, turned into a "coup d'etat," which left the high officials of Uncle Sam chuckling in their sleeves while assuming an exterior air of stern reproach.

The Russians were anxious to get the Fulton. There were a whole lot of Russian submarines in the harbor of Vladivostok, but they didn't do the things they had been built to do.

Urgent cipher telegrams kept arriving surreptitiously down at New Suffolk, L. I. The Fulton was completed and launched.

Then the question arose as to the rights of a full-fledged fighting submarine being shipped from the United States to Russia while Russia was at war with the Japanese. It really looked as though the red tape machine in Washington would begin to unwind and tie the little Fulton up in a hard and fast knot.

Captain Cable decided to turn a trick on his own account before the machinery got to working. One very dark night a big tramp steamer sailed into Gardner's Bay, a mile off the shore, where the Fulton lay, and dropped anchor. Up in the submarine company's plant there was an unostentatious commotion for a little while a few lanterns flashed here and there along the shore, and then a black little object could have been seen poking its nose out across the bay and making in the direction of the tramp.

After hours of creaking cranes and hoarse commands the next morning at daylight the tramp heaved up her anchor and crawled out to sea with the Fulton safely stored away on board.

That was the beginning of the captain's little adventure. Later he sailed for Berlin from New York, and ere his passage had well begun across the ocean one of his friends aboard ship gently informed him that he was being shadowed by a Japanese spy. By a little clever dodging Captain Cable gave his shadow the slip in Berlin and proceeded to St. Petersburg, where later he fitted the Fulton and ran the trials for the Russians and trained the foreign crew, after which the submarine was shipped to Vladivostok, where it proved the only efficient Russian boat of its kind during the war.

Later in 1905, the captain again sailed from San Francisco to Japan, where he was to set up a new submarine for the Japs which had been built by the Electrical Boat Company and shipped to the East in a knocked down condition.

On his way across the Pacific he stopped over a week at Honolulu, and just at this time the cables advanced the information that the Baltic fleet were en route to the east and that it was possible that steamers sailing from Honolulu to Japan might run into difficulties if they came up with the fleet.

The captain of the steamer upon which Captain Cable set sail, having a few contraband articles of commerce in the hold, had hoisted anchor from the islands with his heart throbbing with trepidation. As the steamer approached nearer and nearer to the Jap islands, Captain Cable was among those who witnessed a modern illustration of the old-fashioned blockade running.

At night the lights aboard the vessel were not allowed to be lighted, during the daytime an anxious watch was constantly maintained at the masthead, and the commander of the steamer tramped back and forth on the quarterdeck day after day, confiding in Captain Cable that "it was awful risky biz." However Captain Cable reached Yokohama without having fallen into the hands of the Russians, and his American-made submarine was introduced to the Japanese who marvelled much at its possibilities and the daring of its maker.

Recently Captain Cable and Captain L. Y. Spear, who is the general manager and vice-president of the Electrical Boat Company, under Captain Cable, have again come into prominence by the numerous mysterious under-water trips of the Octopus, which they have navigated.

For several months preceding the government tests which have just been made off Newport, Captain Cable spent several hours of each week running under the harbor of Boston and in Quincy Bay with his little crews of under-water experts.

Among his men, Captain Cable is regarded as one of the most daring submarine masters in the world.

During the past 40 years he has planned, built and equipped the greater part of the efficient submarines in the world.

England has 40 of these little fighting machines which have been built by the Electrical Boat Company. The Japanese fleet of five were built at Fore River, Russia is now drawing her supply from the same source.

Captain Cable is a stoic. He smokes a great many fat cigars, always appears in a rough tweed suit of the ready-made sort, says little and does a great deal.

He is thin and gaunt in appearance, with rather deep-set dark eyes and hair that is growing vastly scattering on top.

He speaks in a monotone, never tells more than is absolutely essential and was never known to get rattled in all his long career under water or on shore.

He has a beautiful home at 103 Grand View avenue, Wollaston, where he lives with his wife. He also owns a motor car which affords him his only diversion outside of his profession which has, he declares, always been a diversion to him.

Once he used to go shooting—but that was before he became master of the biggest submarine business in the world. He declares that he still has a passion for farming, the first occupation which he learned, but just at the present time he is not looking forward to going into the agricultural business.

To hear him talk of his little trips down under the sea—well, it is much like discussing the way to make frost-
ed pudding with an expert cook. He declares that he has still to learn of the wild and weird alarms that occur under the water.

"Nothing in it," says the captain. "Down in a submarine—why it's like riding in a row-boat in a calm day—you go down and then bye and bye you come up and there you are. Try another guess—you're as safe as in your cradle at home." That's the captain's official, unadulterated opinion of the submerged voyage.

BORN.
SHELDON—At the Maternity Home, Honolulu, Hawaii, September 15, 1907, to Mr. and Mrs. L. K. Sheldon, a daughter.

WORLD'S NEWS BY CABLE

OTTAWA, Sept. 15.—Commissioner Ishih has arranged for a conference with Sir Wilfred Laurier, the Premier, on Monday. The Commissioner will ask that the Dominion pay damages for the wreck of the Japanese stores in the recent riot at Vancouver and the assaults upon the Japanese laborers and residents, and collect the amount of the damages to be paid from the city of Vancouver later.

**KNAPP ADVOCATES A
RADICAL RAILROAD POLICY**
CHICAGO, Sept. 15.—M. A. Knapp, chairman of the Interstate Commerce Commission, in an address before a number of leading railroad officials here yesterday, denounced the workings of the Sherman anti-trust law as mischievous. He advocated legislation which would allow of the combination of railroads and the co-operation of the various systems and which would place the legislative control of all railroads at one common center.

**NO MORE TROOPS NEEDED
TO SUBDUDE THE MOORS**
GIBRALTAR, Sept. 15.—The departure of the Spanish brigade which had been ordered to Morocco to reinforce the troops of the allies at the front has been countermanded. The victory of the allies over the Moors on Thursday and the request of many of the tribesmen for peace is considered sufficient to show that further troops will not be required.

WELLMAN PROVES HIS THEORY.
TROMSOE, Norway, Sept. 15.—Wellman states that his experiments this summer have confirmed his theories of the feasibility of reaching the pole by airship. His plans are prepared now for the starting of the expedition in 1908.

FIFE DESIGNING CHALLENGER.
GLASGOW, Sept. 15.—The designing of Lipton's challenger for the America Cup has been accepted by Fife, who is already at work on the plans.

ALPINE TRAGEDIES.
BERNE, Switzerland, Sept. 16.—There has never been such a summer for Alpine casualties and accidents as the present one. All records have been broken. Eighty Alpine climbers have been killed including thirty guides.

**OPPOSE ABOLISHMENT
OF THE GUILLOTINE**
PARIS, Sept. 16.—Extraordinary popular demonstrations have been made here against the abolishment of the guillotine, and capital punishment by means of it, following the commutation of the sentence of a murderer and a rapist.

TWENTY-FOUR KILLED.
WHITE RIVER JUNCTION, Vermont, Sept. 16.—In a frightful railroad collision here last night, twenty-four persons were killed and thirty injured. White River Junction is at the intersection of the Vermont Central and Boston & Maine Railroads in Windsor County, at the New Hampshire line, and about sixty miles from Concord.

A DAY'S ARMISTICE.
PARIS, Sept. 16.—General Drude, the Commander-in-Chief of the European forces at Casablanca, has granted a day's armistice to the fanatic Moors to enable the tribesmen to agree to his terms of capitulation.

THE TALK OF THE TOWN
R. Weedon's Japanese and English Cook Book.
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BAND TONIGHT.
The Hawaiian Band will give a public moonlight concert this evening at 7:30 at Emma Square.
PART I.
March, "Count Bauer".....Kral
Overture, "Light Cavalry".....Suppe
Gavotte, "Rhinesounds".....Latan
Selection, "L'Ehreeo".....Apolloni
PART II.
Vocal, "Hawaiian Songs" by Berger
Selection, "Messenger Boy".....Monckton
Waltz, "Waikiki Beach".....Berger
Polka, "Hilo Bay".....Berger
"The Star Spangled Banner."

THE FASTEST MOTOR BOAT?
BRIDGEPORT, Conn., Aug. 26.—In her trial run between the Bridgeport and Penfield lighthouses yesterday the Herreshoff motor boat Den attained a speed of thirty-two miles an hour under about three-quarters of her actual driving power. George W. Hoadley of New York city, the owner, was pleased

with the speed test and said he expected the boat to make forty miles an hour under full pressure.
When the original Den was launched two months ago the boat broke in halves, almost causing the death of her owner and mechanic. The engine, which went to the bottom, was raised and placed in the new boat, which jacks two feet in length of the two original. It is said that the Den is the fastest motor boat afloat.

TAKE THE POSTMASTER'S WORD FOR IT.
Mr. F. M. Hamilton, postmaster at Cherryvale, Indiana, U. S. A., keeps also a stock of general merchandise and patent medicines. He says: "Chamberlain's Colic, Cholera and Diarrhoea Remedy is standard here in its line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all dealers Benson Smith & Co., agents for Hawaii.



MISS JULIE FLORENCE WALSH

WOMEN SUFFER

Many women suffer in silence and drift along from bad to worse, knowing well that they ought to have immediate assistance.
How many women do you know who are perfectly well and strong?
The cause may be easily traced to some feminine derangement which manifests itself in depression of spirits, reluctance to go anywhere or do anything, backache, dragging sensations, fatigues, nervousness, and sleeplessness.
These symptoms are but warnings that there is danger ahead, and unless heeded, a life of suffering or a serious operation is the inevitable result. The best remedy for all these symptoms is

Lydia E. Pinkham's Vegetable Compound
made from native roots and herbs. No other medicine in the country has received such widespread and unqualified endorsement. No other medicine has such a record of cures of female ills.
Miss J. E. Walsh, of 428 W. 36th St., New York City, writes:—"Lydia E. Pinkham's Vegetable Compound has been of inestimable value in restoring my health. I suffered from female illness which caused dreadful headaches, dizziness, and dull pains in my back, but your medicine soon brought about a change in my general condition, built me up and made me perfectly well."
Lydia E. Pinkham's Vegetable Compound cures Female Complaints, such as Backache, Falling and Displacements, Inflammation and Ulceration, and organic diseases. It is invaluable in preparing for child-birth and during the Change of Life. It cures Nervous Prostration, Headache, General Debility, and invigorates the whole system.
Mrs. Pinkham's Standing Invitation to Women
Women suffering from any form of female weakness are invited to write Mrs. Pinkham, at Lynn, Mass. Her advice is free.

Navy Boys ATTENTION!

Come to this new store for your films, plates, etc.
We have been open only a month and everything is brand new. No stale films. No old goods of any kind.
No one can beat our prices for developing and printing, while our work is unequalled.

Hawaii Photo & Art Co.

FORT ST. Next Chambers Drug Co.

Electric Fans Are Necessary For Comfort

Office men are beginning to consider their electric fans as necessary as the telephone.
The electric fan spells comfort when Old Sol is on a rampage. It will keep the air pure and cool on the hottest days.
You can work harder and not feel half so tired when the day is done. Try one. We'll give you a week's free trial.

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