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BUSINESS OFFICE

HAWAIIAN STAR

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The Star Prints More Local News Than Any Other Paper In This City

VOL. XV.

HONOLULU, HAWAII WEDNESDAY, AUGUST 14, 1907.

No. 4799

Yanks And Japs Grasp Loving Cup Made



Admiral Baron Yamamoto, the distinguished Japanese naval expert, was recently the guest of honor at a notable dinner in the Hotel Astor, New York, given by the Japan Society and attended by all the prominent army and other distinguished personages. The Japan Society was formed in New York during the recent visit to the United States of General Baron Kuroki. At the dinner which was attended by 200, toasts were drunk to the continued friendship of America and Japan and speeches made which were so far removed from bellicose as to make practically certain that war between the two countries was the last thing to be expected. Admiral Baron Yamamoto's speech decried the possibility of war and was taken to be a reflection of the thoughts of the Mikado himself.

NO CABLE

The cable service is again interrupted. The usual Associated Press dispatches had not been received by The Star up to the time of going to press. Those printed herewith are dated yesterday and were delayed.

CLOUDBURST

Passengers arriving from Kaula this morning report a cloudburst at Waimanalo on Saturday night. Nearly fourteen inches of water fell in less than thirty minutes. The streams washed wreckage to the sea and men aboard the S. S. Mikabala believe they saw a house passing. Live stock and ducks and geese were washed to sea, unable to return.

IT JARRED THEM.

A disturbing rumor has been permeating the Capitol today and threatening the "former cordial relations" existing between the retiring governor and his staff. It is to the effect that Carter some time ago advised Frenar that the best thing for him to do on taking office was to "make a clean sweep" of all the heads of departments.

The heads are said to have been so "sore" at this report that they proposed giving up the dinner to Carter which they had planned, but the dinner had to be given up on account of his indisposition anyhow. Today they presented him with a loving cup, ignoring the rumor.

WILLS

Every man, no matter how little his property, should make out a will. It is simply a precautionary measure to insure a proper distribution of his valuables. If you appoint us one of the executors (your wife may be another) we will not charge you a cent for drawing it up in proper legal form.



Hawaiian Trust Co., Limited,
Fort Street

ANOTHER SPY STORY

(Associated Press Cable to The Star.)
SAN FRANCISCO August 13.—The transport Thomas, arriving from Honolulu and Manila today, had on board a man who is a supposed Japanese spy.

SCHOONER WRECKED.

SEATTLE, August 13.—The schooner Lizzie Colby has been wrecked in the Arctic.

JAPS CAPTURE KANGHWA.

SEOUL, August 13.—The Japanese have captured Kanghwa Island. Many Koreans and six Japanese were killed in the fighting.

ONE STRIKE SETTLED.

LOS ANGELES, August 13.—The railroad boiler-makers' strike is virtually settled. It was caused by refusal of the company to reinstate strikers who went out July 18 and to depose a new foreman in one of the shops.

Prompt attention given to all plantation orders as well as courteous treatment to local orders is the secret of K. Yamamoto's immense trade. Tel. Main 399. Hotel St. near Nuuanu.

For prompt, accurate work, ring up stenographer J. A. Combs, 855 Kaahumanu. Main 206.

Delicious pies and cakes. Candy fresh every day. New England Bakery.

BIG Clearance Sale

GREAT REDUCTION
Prices
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WALK-OVER AND
SOROSIS SHOES.

\$3.50, \$4.00 and \$5.00 Grades

all reduced to
\$3 00

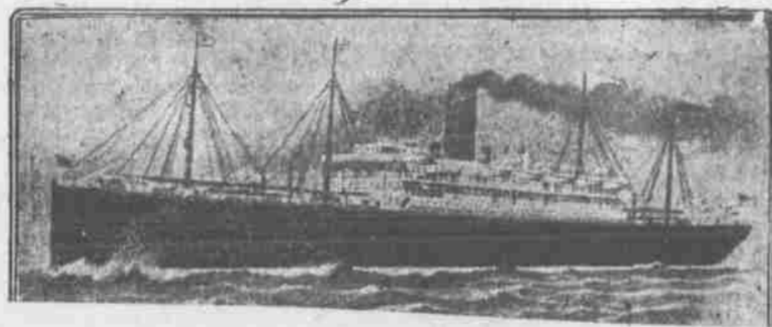
All other goods are reduced in proportion.

L. B. Kerr & Co., Ltd
ALAKUA STREET.

CAPT. SAUNDERS BRINGS MANCHURIA HERE AGAIN

THE BIG PACIFIC MAIL LINER ARRIVES ON HER FIRST TRIP SINCE THE DISASTER OF A YEAR AGO—MANY CALL TO GREET THE CAPTAIN ON HIS ARRIVAL AND PRESENT FLOWERS AND CONGRATULATIONS.

With Captain J. W. Saunders, her old master, on the bridge, much to the general satisfaction of Honolulu, the P. M. S. S. Manchuria docked at the Hackfeld wharf at 9:50 o'clock this morning from San Francisco with 250 tons of freight, three days' mail and 61 cabin passengers for this port. She and her passengers and Captain Saunders were welcomed by a large crowd on the wharf and many Honolulu people sought an early opportunity to greet Captain Saunders and congratulate him on his continued command of the monster liner.



There were flowers sent to the captain's cabin and other tokens of the esteem in which he is held by people here. United States Inspectors of Hulls and Boilers Bolles and Bulger, who left for the Coast today in the U. S. S. Alameda, were among the first to find the commander and congratulate him on retaining his vessel. Colonel Samuel Parker, J. T. McCrossen and H. A. Wilder gained the captain's cabin soon after the big boat docked and gave him aloha.

"I did not know I had so many friends," said Captain Saunders to a representative of The Star. "I tell you it is good to be back in Honolulu; Honolulu is all right; she is full of good people. Some folks tell me I look thin, but I think they're joking, for I weigh 206 pounds and am feeling splendid. Yes, the Manchuria's all right and the people are after her as usual; she is as popular as ever. We have two hundred passengers altogether and that's a good sized crowd."

When last the Manchuria came to Honolulu she came by way of the Waimanalo reef, to the windward of this island, just about one year ago. She stranded early in the morning of August 19, 1906, and spent many days there fast in her coral bed, during all of which time Captain Saunders stayed aboard. He has not missed a day's pay since the accident and the repairs which have been made to the Manchuria in San Francisco have cost three-quarters of a million dollars. The re-

construction of Captain Saunders established a precedent in the history of the Pacific Mail Co., for never before has a captain whose vessel touched bottom been retained in command. That Saunders is retained speaks most eloquently in his favor, and is a strong count in favor of the argument that a good captain is sometimes even a better master for a slight accident. The Manchuria's accident had no serious consequences, unless in the minds of those who consider the expenditure of money by a concern that can afford it a serious consequence.

Among the Manchuria's old officers now aboard are: First Officer W. J. Hill, promoted; Third Officer E. C. Austin, Chief Steward W. E. Zeale, and Second Steward L. L. Hollingham, Purser J. Rennie, lately on the sister-ship Mongolia, is transferred with his staff to the Manchuria. Second Officer W. C. Mott has been transferred from the Mongolia while Fourth Officer H. Martin and the other officers are new men in the service. William L. Bunker, who was first assistant engineer on the Mongolia, takes command of the engine room aboard the Manchuria. His first assistant is John Keenan, formerly first assistant on the Korea. W. A. Ridout, formerly second on the Siberia is now second assistant on the Manchuria. Dr. Conrad Richter is the ship's surgeon and R. K. Palache is freight clerk.

Captain Saunders only received official notice that he was to take the Manchuria out of San Francisco two days before the vessel sailed. Saunders appreciated the compliment paid to him by Manager Schwerin of the P. M. S. Co. Captain Porter who was in command of the Mongolia when that vessel went ashore on Midway, it will be remembered, was dismissed by Schwerin immediately after the inspectors completed their investigation. These two disasters happened almost at the same time.

Among the passengers for Honolulu

Made Coin For Breckons

COUNTERFEITER KIM BONG CHUEN PROVES HIMSELF AN EXPERT AT THE WORK.

For about a week past one of the cleverest and evidently most dangerous counterfeiters in the country has been engaged in making a set of dies right here in Honolulu. In fact the work has been going on literally under the very eyes of the Federal authorities, for the man who has been doing it is a prisoner, and the work he is doing is simply to know the officers that he knows his business.

Kim Bong Chuen is the name of the coiner. He is a Korean, and was recently captured on Hawaii through the efforts of United States Marshal Hendry. After being brought to Honolulu he came through with his connection with the making of the large quantity of spurious ten-dollar gold pieces which have been causing so much trouble on the Big Island, and confessed the whole game. District Attorney Breckons expressed incredulity regarding his ability to make the money he claimed to have done, and forthwith the Korean's professional pride was spurred, and he offered to demonstrate his skill if given the opportunity.

District Attorney Breckons thereupon made arrangements for him to prove himself, and right well has he done it. The result of about a week's work with a hammer and some files and other simple materials which were furnished him, is a set of as pretty dies of a ten-dollar piece as one would want to see.

Kim Bong Chuen was first allowed to use materials and space in Wichman's jewelry store, and his remarkable skill with tools was a great surprise to all who saw him. Afterwards he was fitted out with a bench in a room off the Marshal's office, where under guard he has daily prosecuted his work until the present time.

The dies which the Korean has made are of copper or bronze, which he has some secret method of hardening. They are certainly very nearly perfect, and the fact that the money he turned out before he was captured was lacking only in the matter of ring and weight, showed to what perfection he had attained. With a more perfect imitation of metal his coins would have been almost impossible to detect. He claims that with the dies he has made

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TRANSPORT DANCE AT SEASIDE TONIGHT

In honor of the officers and ladies of the Transport Warren and the officers and passengers of the Manchuria. If you want a good time, go to the Seaside.

THEY'RE THE BEST.

If you live in a country district, ask your storekeeper for the candies of the Alexander Young Cafe. If he hasn't got them, he'll get them for you. Insist upon these, and no others. They're the best.

SACHS' SALE ENDS SATURDAY.

The big sale of White Goods and Ladies' White Skirts now on at Sachs' will end Saturday. Don't wait for the last day. Buy now.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

There is probably no medicine made that is relied upon with more implicit confidence than Chamberlain's Colic Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that is the one remedy that never fails. When reduced with water and sweetened it is pleasant to take. Sold by all Dealers. Benson Smith & Co. Agents for Hawaii.

The best cup of Hawaiian Coffee in the city. New England Bakery and Cafe.

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CARTER'S STRONG LETTER

THE RETIRING EXECUTIVE WRITES A POWERFUL CONTRIBUTION TO THE COASTWISE SHIPPING LAW DISCUSSION—GUAM AND SAMOA EXEMPTED BECAUSE LAW IS UNSUITABLE—ATTITUDE OF STEAMSHIP COMPANIES.

One of the last acts of the retiring governor was to sign a ringing letter to the Department of Commerce and Labor on the subject of coastwise shipping restrictions. In his letter Carter brings out a lot of new facts and arguments and sets them forth in his best and most forcible style. The letter is as follows:

August 12, 1907.
E. T. Chamberlain, Esq., Commissioner of Navigation, Department of Commerce and Labor, Washington, D. C.

"Dear Sir: Permit me to acknowledge receipt of your of June 18th, with its enclosure of J. D. Spreckels & Bros. Company's letter, from San Francisco, under date of June 11th.

"I cannot hope to compete with paid experts of corporations, who, as you are aware, have heretofore played so important a part in shaping our national legislation. It is but natural that they should fail to recognize the position of the individual citizen and the demands that the public are not making, in contradistinction to corporate interests.

"An administrative officer has often to meet perplexing questions concerning his duty. No one disputes that he is expected to enforce the laws, but every law is an abridgment of a private right as to some and the granting of privileges as to others. Thus its justice and permanency depends upon its usefulness to the majority. Every rule has its exceptions, and a law in our country which is obnoxious to the people will not stand for any length of time, nor will they long tolerate its enforcement. An administrative officer often will enforce an obnoxious law in order to secure its early repeal. But we in Hawaii realize that the coastwise law has much of merit in it, and do not believe that your department should enforce it in such a manner as to make it obnoxious, with a view to securing its repeal, for the lawmaking body, as I understand it, gave to the Secretary of Commerce and Labor the exclusive power and privilege of recommending such fines for violation of this Act as in his judgment he might think wise.

"To show how impossible it is to strictly enforce a law of this nature, which does not take cognizance of varying conditions, I need only ask if your department believes that, in the protection of Spreckels Brothers shipping interests, it was wrong for you to consent to the British ship Restorer carrying supplies to the marines located on Midway Island to keep them from starving, after they had generously divided their stores and food supplies with the large number who were landed there from the straggler 'Mongolia'?"

"I need not mention the fact that it has already been recognized that Guam and Samoa should be exempted from the application of this law, it being impractical of application there. "Now, the public of Honolulu and this Territory, prior to annexation, enjoyed the passenger service of every steamer that stopped here. Thus commerce was enabled to grow because of the personal contact between buyer and seller, so essential to credit and trade. The application of the coastwise law to these islands, two thousand miles from the mainland, has in no way built up or fostered American shipping. Within the past year the Spreckels Brothers line itself, notwithstanding the encouragement of the coastwise law, has been obliged to withdraw all of its steamers but one. This, in conjunction with other losses, has deprived the people of Hawaii within the last year of over one-third of the already restricted accommodations which they have been forced to accept since annexation.

"I have it on so high an authority as that of Mr. Schwerin, General Manager of the Pacific Mail Steamship Co. that the trade of Hawaii was immaterial to his company. He stated in an interview lately in San Francisco that if he had to move a small coal pile from land of the Naval Reserve or pay ground rent for their coal storage (which is borne by all other steamship companies here) he would sooner cut out Honolulu from his service entirely."

"For a long time every effort has been made by the people of Hawaii to force the Pacific Mail Company to recognize the local trade and permit a small portion of each steamer to be set aside definitely for the Honolulu trade, so that those who might be here, for business or other reasons, could be sure of accommodations, and not be subject to the inconvenience, as has repeatedly been the case, of

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(Continued on Page Four.)



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Absolutely Pure
HAS NO SUBSTITUTE
A Cream of Tartar Powder, free from alum or phosphoric acid
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