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MAST OF THE MAINE SAFE AT ARLINGTON

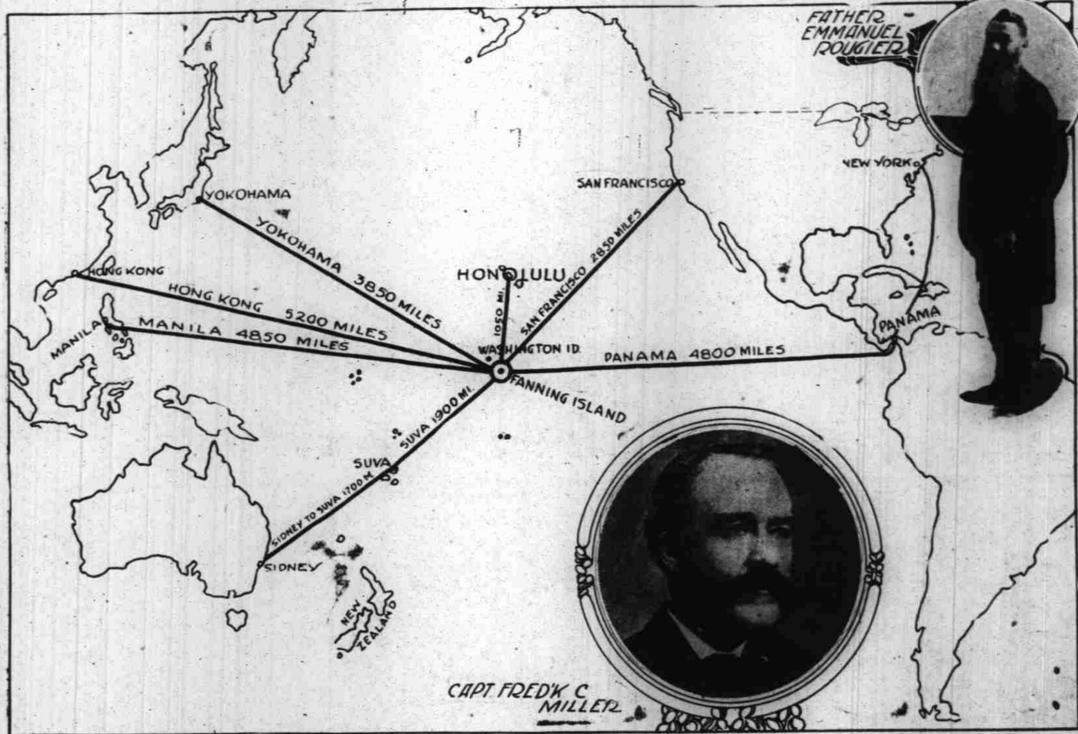
The mainmast of the battleship Maine arrived at the Arlington National cemetery in good condition and has been placed under cover, to await the final decision of the secretary of war, as to the design and location of the Maine memorial, to be erected in that cemetery.

DIED

SPOULL — In Honolulu, May 9, 1913, W. C. Spoull, aged 53 years. ANDERSON — In Honolulu, May 10, 1913, Winifred, daughter of Mr. and Mrs. John C. Anderson, aged 15 months. Funeral from the residence, 365 School street, this afternoon, at 1 o'clock.

The baseball team of Stanford university is to visit Japan in May. A series of 13 games have been arranged with the Japanese colleges.

Adventurers of the South Seas Brought Together By Sale of Island To Britain



No one who has talked for more than five minutes with either Father Emmanuel Rougier, the French Catholic priest so much of whose life has been spent among the islands of the southern Pacific, or Captain Frederick Miller, sailor of fortune and veteran mariner of the Pacific, can fail to realize the great romance of the lives of these two men, lives filled with an extraordinary amount of strange adventure.

For more than twenty-five years the French priest has cruised through that little out-of-the-way group of islands situated almost in the center of the Pacific ocean. Captains of trading barks driven off their course by adverse winds have time after time reported his various vessels in waters far from the ordinary bypaths of everyday travel. To strange forgotten islands Father Rougier's adventurous destiny has taken him, and what marvelous sights or remarkable experiences have fallen to his lot he alone can tell.

No less remarkable and extraordinary have been the experiences of Captain Frederick Miller who, from the time he went to sea at an early age has passed through every stage of the business from cabin boy to mariner and captain. He, too, has spent many years among the strange peoples of the South Sea islands and there is probably no one else in the world, with the possible exception of Father Rougier, who can recite their weird and romantic history so well and so intimately.

In many ways the climax of the life of Father Rougier was reached when he succeeded in selling Fanning and Washington islands to the Armstrong syndicate, a syndicate which, it was rumored at the time, effected the purchase in behalf of the British government. By this simple act, Father Rougier came into the possession of a large sum of money. The British government wanted the two islands for a coaling station, so the story goes, and anyone noting the central location of the islands in relation to Australia, Canada and other British possessions, may well credit the tale.

As early as 1798 Captain Fanning, who discovered the island named after him, during that year described it in these words: "There is sufficient depth of passage for any ship to pass in, and on the inner or bay side is smooth and convenient anchoring, which, together with the abundance of wood and water, the tropical fruits, best of fish and excellent turtle here to be obtained, make this a very desirable place for the refitting of a ship and the refreshing of a crew."

Of Strategic Importance. In point of strategic position, say experts, the two islands are admirable. The increasing importance of Pacific trade, the necessity of maintaining the balance of power in oriental marts, make it seem almost certain that the islands were purchased as a British naval station, an outpost for that great nation in the Pacific.

Captain Miller it is who now comes forward with what he alleges to be still further unwritten history and, suing the French priest for over \$50,000 as commission for assisting in the sale of the islands, alleges that the Japanese government too were approached upon the subject of buying the islands for use as coaling stations in time of war. This suit, to be tried within the next two weeks in the local circuit court, promises much of the unusual and the sensational, but in the meantime the interest which attaches itself to the romantic lives of the two litigants has been, if anything, increased.

Scarcely more than one thousand miles south of Honolulu lie Fanning and Washington islands. Robert Louis Stevenson, when asked the direction to the far-off islands of the South Seas, said that if you took the boat at San Francisco the islands were the second turn to the left. And this well illustrates the fact that that part of the globe, even in Stevenson's day, was by no means on the regular route of vessels sailing the Pacific. The islands sold by Father Rougier, in particular, are isolated, far from civilization. To this green oasis dropped down in the center of a great ocean scarcely anyone ever comes except occasional rovers of the sea who, from a spirit of adventure, drift about the odd and unvisited corners of the globe. Wonderful tales, far more marvelous than even the pen of a Dumas or a Stevenson could produce, have been recited by these few wayfarers familiar with

the ground. Tales of pearl fishers who, year after year, have plied their trade in unknown bays and estuaries and who have at the last returned home fabulously rich. Tales too of men who have lived their lives in forgotten places, content to dream away the years in the wonderful seduction of the southern seas. Beautiful is the pellicled sky, beautiful are the white, perennial island clouds that hang suspended always above "lazy, land-locked lagoons." Stevenson felt the deep attraction of the land and writes of the stately palm trees, as silent as though molded in bronze, "forming delightful bowers for none to visit."

Marvelous tales are told of the traders in copra and of their isolated stations visited only every year or two by some long-looked-for schooner; of private ships and crews, of ship's companies that disappeared in a night and were never after heard of.

And yet there is no history of the Pacific as interesting as the history of the French priest, Father Rougier. For twenty-five years he has labored in the South Seas. He was sent out by the Catholic missions and for many years his black hat and red, sweeping beard have been familiar landmarks to all South Sea skippers. Twenty years after he first began his missionary work he retired from the missionary field, purchasing Fanning and Washington islands at a cost of \$135,000. Here, isolated from the world, visited only at long intervals by occasional sojourners in that far-off part of the globe, the Catholic priest ruled as king for a number of years.

One of the Several Stories. "Of how Father Rougier obtained enough money in the first instance to buy the islands is romantic enough to form the plot of any novel from the hand of Clark Russell. As a missionary, it is related he befriended a poor French convict in one of the penal colonies. The convict, later falling heir to a fortune left him in France, gave the large sum to the missionary out of gratitude. After one has talked even for a short time with Father Rougier this tale seems highly probable. The priest is mute as to his own affairs of a personal nature and yet his broad and generous personality makes the

gratitude of the convict seem very reasonable indeed.

As king of Washington and Fanning islands, Father Rougier must have realized a large return from his investment. Copra from the flourishing coconut groves on both the islands, guano deposits and vast fields of second and third-grade phosphates had made the places valuable from a commercial point of view.

But the kingdom of Father Rougier was to come to an end. On the fifth day of October, 1911, a Canadian-English syndicate closed negotiations whereby the islands passed into their ownership. The islands were sold for \$350,000. Captain Miller has now brought suit for a huge commission, claiming that he was Rougier's agent in an earlier effort to sell the islands to Japan.

Whether or not Captain Miller will be able to bear out his contention that as Rougier's agent he is due the sum of \$53,331.50, the facts remain that his life has been quite as romantic as that of the French priest. Full of pluck and energy, his career has been one of adventure not equally experienced outside of fiction. It was about twenty years ago that the British steamship Dawn went ashore on the Hogshead reef in the Bahamas. When she was abandoned to the Bahama wreckers, Miller heard about her. Professional wreckers had given her up and failed to haul her off the reef. Captain Miller, after taking a look at the situation, purchased the wreck, chartered a New Orleans wrecking outfit, hauled her off the rocks and, after repairing her thoroughly, placed her in the Haytian trade.

The ship, afterwards renamed the South Portland, was lost on the Alaskan coast during the Klondike excitement. Soon after this, Captain Miller purchased the steamship Catherine Whiting. When that vessel went ashore on the Flying Fan shoals he had not a cent of insurance on her. His father, then eighty-four years old, was on the ship but all hands escaped safely.

Miller's Adventurous Life. The loss of the Catherine Whiting sent Miller back into the merchant marine service and he was for some time master of the Valenta, a vessel owned by the Red D line. When the Spanish-American war broke out he

took command of the Associated Press boat. One of the romantic features of Captain Miller's life is the fact that he was once offered the command of a navy which was to be built for the United States of Colombia. Captain Miller's experiences in the South Seas have occupied the years of his life since the war of 1898. It is during this time that he formed a friendship, based upon admiration and respect, for Father Rougier. It is said by those on the inside that the suit brought at this time against the French Catholic priest, who has been king in his own right by the veteran mariner whose boast is that he has entered every port in the seven seas, is the result merely of a difference in opinion between the two litigants. It is believed and hoped that the friendship which has bound together these two strange adventurers along the world's highways will not be shattered forever by the filing of the suit on the part of Captain Miller.

In the meantime Captain Miller may be found along the water front of Honolulu almost any sunny day when he is not cruising about in the Sailer Boy. For some little time he has been content to live peacefully in Honolulu, resting content after a life that has been brimful of adventure. But old seadogs who know him best shake their heads as the days go by and declare that he is even now growing restless and that it will not be long before he is on his way again to strange ports in answer to the baffling, siren call of whatever of the romantic and unexpected fortune may have in store for him.

And the priest, Father Rougier? A few days ago Rougier sat in the corridor of the Young hotel discussing plans for the future. "All the years of my life in the Pacific I have taken daily notes," he said reminiscently, "and now I think that it will be a great pleasure for me to write a book, a story of the South Seas and of all lands washed by the Pacific. My memoirs, one might call it, I suppose. And just now I am going back to France. Many times I have longed for a sight of the land of my ancestors. And then, after twenty-five years, one knows everything about the old Pacific. Perhaps one grows tired. And then there is France. Perhaps I shall go away never to return again." Father Rougier was silent for a moment. Then he sighed and shook his head. "After all I shall come back some day, I suppose," he said, "this is always the place I know the best and there is always that to be pulling me back, the thought of the South Sea."

Portland Welcomes Direct Line

The first opportunity in several years to take direct passage from Portland to the Orient will come with the operation of the Monmouthshire, Pembrokehire and Carmarthenshire between Portland, the Orient and Europe by the Royal Mail Steam Packet Company, all of which will accommodate a large passenger list. Until they are placed in operation next summer chartered steamers will handle the business, the first of which, the British steamer Harpagus, is due.

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