



SMUGGLER CAUGHT IN STEAMER NILE

A squad of federal customs officers visited the Pacific Mail liner Nile at Alakea wharf some hours before sailing this morning and as a result of a thorough search, a Chinese man, one of the stewards' department was taken from the vessel together with a quantity of unmanifested opium.

A few minutes before the Nile steamed from the wharf for San Francisco, the Chinese was returned to the ship, following a conference between Captain Laprak, master of the Nile, and the federal officials.

The drug was discovered secreted among the personal effects of the Chinese. The claim was made that it was intended solely for the man in whose possession it was found.

Two cabin, 6 second class and 57 Asiatic steamer passengers left the vessel at Honolulu. The delay in arrival of the Nile yesterday is ascribed to a terrific typhoon, encountered near the Midway Islands. The Pacific Mail boat however, fared far better than did the transport Logan, which also met with a gale of cyclonic fury at almost the same spot in the Pacific.

In proceeding to San Francisco at ten o'clock this morning, the Nile carried in transit 23 cabin, 33 second class and 179 Asiatic steamer passengers. Included in the steamer passengers for the islands were 29 Japanese, 2 Chinese and 26 Filipinos.

The Nile is reported to have met with much rough weather almost immediately after departing from Manila. While no serious damage was done the vessel, it was found necessary to lash everything movable to the deck. Mountains of water poured over the vessel as it labored through a succession of heavy seas, and a raging gale.

Several Chinese students are on their way to mainland educational institutions as passengers in this vessel. Their expenses are borne by the Chinese government.

The vessel was discharged of 180 tons of cargo while here. The Nile did not reach port until five o'clock last evening, despite the prediction made on Saturday that the liner would be an arrival of the port at an early hour on Sunday morning.

Oceanic Met With Ill Luck.

The British freighter Oceanic, which called at Honolulu some days ago for the purpose of taking on bunker coal before proceeding to Australia, met with considerable misfortune in the loss of several members of her crew. James Gainfort, watchman on the Oceanic, is deploring the ill-luck which befell him when two of the Chinese crew managed to get ashore and escape, following a row over a poker game while the craft was at Linton, Oregon. In the 15 years he has been a ship's watchman, he says this is the first instance a Chinaman succeeded in getting by him and deserting. He attributes the mishap this time to the poor manner in which the lumber deck at Linton was lighted, limiting his vision to a few yards. Besides, there were log rafts alongside the steamer, he says, as well as a couple of small boats. Everything was in favor of the Celestials getting away.

Gainfort lives in Seattle, and he has been in the employ of Andrew Weir & Company as ship's watchman for many years. He goes to every point along the coast to which the company sends one of its vessels to keep his watchful eye on the movements of the Chinese in the crew. In that he is about the only traveling ship's watchman known, his occupation is looked upon as most unique.

The United States army transport Thomas from San Francisco is due to arrive here en route to Manila by the way of Guam on September 12.

SHIPPING MANY LINERS FOR THE WEEK

The week gives promise of much activity in shipping at the port.

From San Francisco, with fifty-two cabin passengers and over three thousand tons of mainland freight destined for several island ports the Matson Navigation steamer Honolulu is due to come to a berth at the Queen street wharf at an early hour tomorrow morning. Castle and Cooke hope to be able to dispatch the Honolulu for Kahului by Thursday evening.

Alakea wharf will accommodate two liners flying the British colors Wednesday, according to wireless messages received today through T. H. Davies and Company, from the Canadian Australasian steamship Niagara from British Columbia, and en route to Australia by the way of Suva and Auckland, and the Marama, now steaming from the antipodes, and proceeding to Vancouver and Victoria.

The Niagara should reach the port at six o'clock in the morning, her officers expressing a desire that the vessel sail for the south by six o'clock in the evening. This vessel is carrying 465 passengers in the several classes, and has 17 sacks of mail for Honolulu.

A dozen passengers have been booked for Australia in the Niagara. This vessel will be supplied with 370 tons of fuel oil during the stay at the port.

The Canadian Australasian liner Marama, from Sydney by the way of Auckland and Suva, is also due at an early hour Wednesday morning, and is expected to sail for British Columbia in the evening, taking 30 passengers from Honolulu. The vessel has room for all applicants for transportation to the coast. The Marama will be given a berth at Alakea wharf.

H. Hackford and Company have been advised that the Pacific Mail steamer China from San Francisco, and destined for the Orient by way of Honolulu, is due to reach the port at eight o'clock Wednesday morning, and owing to the loading of twelve hundred tons of coal, will sail for the coast of Asia at noon, Thursday.

The vessel is reported to be carrying two cabin, four second class and one steer, passenger. Mail for the islands to the amount of 233 sacks is aboard the vessel.

The last word received from the United States army transport Dix was to the effect that the vessel from Manila by the way of Nagasaki, Japan, was a thousand miles off the port, and would bring several thousand tons of coal for discharge at Honolulu.

The United States army transport Thomas, from San Francisco, is expected to arrive Friday with a number of military passengers, including engineers, men, for the several Oahu garriisons.

With 995 tons of Oriental cargo the Pacific Mail steamship Mongolia is due to reach the port Saturday. The vessel is still out of touch by wireless.

Hustling Coal from Strathesk.

Coal is now being discharged from the British freighter Strathesk at a rate which gives promise of that vessel being ready to sail for the coast by the last of the week. The Strathesk upon arrival here on Aug. 26th, was sent to Pearl Harbor. Owing to a congestion now prevailing at the naval station, the vessel was moored in the stream with a prospect of remaining there for some weeks. Arrangements were completed whereby the coal from the east coast, brought to the islands in the Strathesk will be discharged at Honolulu. Between seven hundred and a thousand tons of fuel each day are now leaving the vessel.

Sparks from the Wireless

The following wireless message has been received by the agents of the S. S. Honolulu, bound for Honolulu.

For Honolulu—53 passengers, 469 bags mail, 60 Wells-Fargo express matter, 10 automobiles, 1920 tons cargo; for Kahului—178 tons cargo; for Kanae—126 tons cargo; for Port Allen—113 tons cargo.

Ship arrives tomorrow forenoon and will dock at the new Queen street wharf.

Repairs to the damaged wireless equipment of the transport Logan were completed before that vessel sailed for the coast on Saturday evening.

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VESSLS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Monday, Sept. 8

SAN FRANCISCO — Arrived, Sept. 8. S. S. Virginian, from Hilo, Aug. 31.

PORT TOWNSEND — Arrived, Sept. 8, schr. Spokane, from Hilo, Aug. 19.

SEATTLE — Sailed, Sept. 7. S. S. Missourian, for Honolulu.

Sailed, Sept. 6. S. S. Hilonian, for Honolulu.

Aerograms

S. S. CHINA — Arrives from San Francisco Wednesday 8 a. m., with 50 cabin, 4 second class and 1 steerage passengers; 233 bags mail; proceeds to Yokohama Thursday at noon.

S. S. NIAGARA — Arrives from Victoria Wednesday 6 a. m. and sails for Sydney same day 6 p. m.; 465 passengers all told; 17 bags mail for Honolulu.

BRITAIN'S NAVY CHIEF ENDORSES PORTOLA EVENT

[Special Star-Bulletin Correspondence] SAN FRANCISCO, Aug. 26—California's plans for the Portola Festival of October 23 to 25, arousing interest in England, have won the praise of the head of Britain's navy—Winston Churchill, First Lord of the Admiralty. It is regarded as especially fitting that approbation should come from such a quarter, as the festa is in intent, a maritime affair, celebrating the 400th anniversary of the discovery of the Pacific Ocean by Balboa.

Churchill's good wishes to California have come in a letter to Garnet Holmes, who has just returned from three months in England, and Paris, where he went as special Portola passenger commissioner. Churchill wrote the day after Holmes left England, and the letter was awaiting him on his arrival here.

In England special attention has been attracted by the plans to honor Sir Francis Drake in the Portola. Drake cruised up the California coast on his famous voyage around the world, and took possession of California in the name of Queen Elizabeth, 150 years before Portola discovered San Francisco bay.

Churchill, in his letter, written at the Admiralty, Whitehall, says he has heard with "great interest and pleasure" of the celebration to be held in San Francisco. The letter continues: "It is especially gratifying to me as chairman of the committee which is promoting the national memorial to Drake in this country, to find that his memory is kept alive in those regions of the new world where his great exploits were performed, and I am glad that you have given me an opportunity to send you all my good wishes for the success of the celebration. Yours very faithfully, WINSTON CHURCHILL."

Attempting to alight from a Wailae car, Ah Chong slipped and fell yesterday afternoon. In an unconscious condition, he was taken to the Queen's hospital. His injuries were slight.

On motion of the prosecution, the case against Silvan D. Cohn, accused of embezzling funds from F. E. Davis and Company was nolle prossed in the criminal division of circuit court this morning.

Charles E. King was granted a divorce from Marion V. Launer King on the grounds of habitual intemperance, by Circuit Judge Whitney this morning. He also was awarded the custody of the minor child, Charles H. King.

HARBOR NOTES

The schooner Mary E. Foster, with a consignment of lumber from Port Blakely, is en route to Honolulu, according to advices received here yesterday.

Freight brought from the mainland for Kanae and Port Allen in the Matson Navigation steamer Honolulu will be transhipped at this port to another vessel, weeks.

The U. S. army transport Dix with several thousand tons Japanese coal for discharge at Honolulu and Seattle, was a thousand miles off the port when reported by wireless at eight o'clock last night.

Due here tomorrow morning with fifty-two cabin passengers and a large shipment of mainland freight, the Matson Navigation steamer Honolulu is to come to a berth at the new Queen street wharf.

Cyclones in that section of the Pacific in the vicinity of the Midway islands, while not a rarity by any means, are declared as an unusual experience with trans-Pacific skippers. The Pacific Mail liner Nile encountered one of unusual severity.

LIFE PRESERVER IS A WONDER

An ingenious life preserver that possesses marked advantages over the type now in use has been invented by Allan Redon, an employe of the merchant marine of Havre. It is called the "gilet de sauvetage" (life jacket) and consists of a garment of strong material of the same shape as an ordinary vest, but equipped with inflatable rubber crowns or tubes, some what on the principle of the water wings used by American children at the seaside.

A leather belt is attached to the belt to prevent its being subordinated or displaced. To the right and left are attached the two rubber crowns which rest on the shoulders and pass under the arms sufficiently low not to interfere with the movements of the wearer. These crowns are covered with the same material as the vest. To each is attached a rubber tube ending in a pneumatic valve, which can be operated by merely blowing into it. For ordinary use the crowns are deflated and lie close to the vest, their edges being kept in place by simple clips, so that they form a part of the garment, which can be worn under a coat like an ordinary vest without attracting attention.

To prove the resistive strength of this device the experimenter climbed into the shrouds of a vessel and leaped into the water. He reappeared quickly on the surface and it was found that the apparatus had not suffered any injury, from the violent shock sustained. The remarkable buoyancy of the apparatus is shown by the fact that three persons can be maintained above water if one of them is equipped with it, thus proving its utility in case of shipwreck where all are not provided with life preservers.

This life preserver is not yet on the market. The inventor intends to perfect it and for this purpose is testing other supple tissues to take the place of rubber as well as other valves capable of inflating the crowns more rapidly and preventing all deterioration by salt water.

BIGGER LINERS NOW PLANNED

Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, has said that if their trade expectations were realized he did not think there was the least doubt about it—the new liners Empress of Asia and Empress of Russia would be followed in the near future by steamers of even larger capacity. Developments in China, Japan and the Far East generally were only in their infancy, and with the awakening now started, and the spirit of progress in full operation, business relations with the North American continent were sure to be strengthened immensely. To bring to the Dominion the greatest share of that trade constituted a large part of the policy of the Canadian Pacific company. Years ago the Pacific was regarded as a sort of unimportant commercial highway, but that was not so today. Progress had been made with such marvelous rapidity that it was but a question of a few years before the world would recognize two gateways to North America, instead of that of the Atlantic alone, which had long served as the recognized entrance to Canada.

PLAN CRUISE OF SOUTH PACIFIC

A cruise of the north and south Pacific in a yacht costing at least \$100,000 is being arranged by a Santa Barbara, Calif., millionaire, who is departing from the coast, now contemplating a call at the Hawaiian islands.

Frank Garbutt, the prominent yachtsman of Los Angeles, has the construction of the yacht so far under way that its completion is assured within a few months.

It is the present intention to form a party which will sail from a point in southern California along about the first of the year, the vessel to visit Hawaii and then proceed to the south Pacific, making a leisurely cruise that will include a host of smaller islands in the southern hemisphere. It is stated that Captain Garbutt will carry a complete outfit for the making of moving pictures.

Many Pines for the Wilhelmias.

The Matson Navigation steamer Wilhelmias, to sail for San Francisco at ten o'clock Wednesday morning, will be supplied with 45,000 cases of pines from Hilo and Honolulu. The vessel is to carry sugar to the amount of 2500 tons. Five hundred tons molasses have been placed aboard. At the agency of Castle and Cooke one hundred cabin passengers have been booked for the mainland in the Wilhelmias. One important item in the list of cargo will be a big shipment of bananas.

Hilonian on Way from the Sound.

Castle and Cooke, local representatives for the Matson Navigation steamer Hilonian, have been advised that the vessel sailed from Seattle and Tacoma for Hawaiian island ports on September 6th, and will arrive here on or about September 15th with a large general cargo of produce and merchandise from the northwest. The Hilonian will call at four island ports after leaving Honolulu.

LOCAL AND GENERAL

Judge R. P. Quarles this morning was appointed administrator of the estate of Karl Emil Olson, under \$1700 bonds.

The speaker at the Sunday afternoon meeting of the Oahu Prison yesterday afternoon was C. J. Day. Several persons took part in the program.

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BELIEVE CHILD WAS TAKEN TO THE ANTIPODES

Local Woman, However, Is of Daughter Stopped Off Here

That little Olga Ellis, kidnapped and in the custody of John Ellis, purported to be her father, who left Honolulu July 2nd as passengers in the Pacific Mail liner Manchuria, for the Far East, have continued the tour around the world, by the way of Australia, appears to be the well founded belief of Miss Violet Rand, a young lady completing a trip to the Orient, and who passed through this city this morning in the steamer Nile.

Miss Rand was a fellow passenger to the Far East with Ellis and the little girl.

"I was greatly interested in the little girl, during the voyage from Honolulu to Yokohama," said Miss Rand, in discussing the strange tale of kidnapping, with a representative of the Star-Bulletin before the Nile sailed for San Francisco this morning.

"The child was exceedingly bright and clever for her age, and she told me a good deal about the troubles between her mother and father. She repeatedly stated that she did not know exactly where her papa was going to take her, but that they would probably visit Australia and then on to Europe, and from there back to the United States," commented Miss Rand.

"Little Olga easily became a general favorite with the passengers in the Manchuria. She was made much of, and it was with difficulty that her parent and guardian was able to induce the little girl to accompany him about the deck and to her room."

"I noticed at times that the girl appeared to resent the attentions paid to her by the father," declared Miss Rand. "She acted as if she not only wanted to avoid him but that she also feared him. The man on the other hand generally assumed a sort of conciliatory attitude in addressing the child."

"Ellis did not mingle with the passengers on the voyage. He kept much to himself and his room. At times he passed a brief word with an officer of the ship, but this was about the extent of his dispensation of sociability on the trip," continued Miss Rand.

"I last saw Ellis and the child as we stepped from the deck of a launch at Yokohama, where on leaving the Manchuria we parted company. Several passengers, desiring to make friends with the pair, asked the little girl if she was returning to the ship, and she sorrowfully shook her head, while Ellis endeavored to get away as quickly as possible."

No trace of either man or child was had, following their landing at the Yokohama harbor. Dr. Lake, a former surgeon in the Manchuria on the voyage in which Ellis took passage to the far east, and who is now identified with the official staff in the Nile, stated this morning that he had every reason to believe that the man waited a steamer at the Japanese port, leaving for Australia. He is said to have had his choice of several lines in engaging passage to the antipodes.

This official further added that the child had on several occasions referred to her father as a miser who had occupied a night in a southern city.

What may prove to be a clue to the local visit of Ellis and the little daughter he kidnapped was supplied this morning by Mrs. E. J. Rodanet, who runs the Bougainvillea. Mrs. Rodanet says that about the time Ellis is believed to have been here, a child was brought to her house, which may correspond to the description of the little girl.

"The child was dressed in rompers or boy's clothes, as I remember," said Mrs. Rodanet this morning. "But it had curly hair and looked something like the published picture of the girl. With the child was a man and two women. The man did not correspond at all with the photograph of Ellis, however."

"I understood they came to my house from another hotel and that after leaving me, which was about two weeks later, they went to Waikeiki."

CONGRESS MUST PLAN ELECTION FOR SENATORS

[By Latest Mail]

WASHINGTON.—Complications are predicted as certain to arise over the installation of the method for selection of United States senators. Trouble is expected to result from the failure of state legislatures to provide promptly appropriate methods for carrying out the recent amendment to the constitution.

Leaders of the senate majority are anxious about the situation. Should two or more vacancies on the Democratic side of the chamber occur, the narrow margin of power in the body would be gone.

There are thirty-two senatorial terms which will expire March 3, 1914. Some of the states affected already have provided a method of popular election of senators, but a great number of them have not, and vacancies caused by death or resignation may call at any time for a popular selection from the states which have not yet acted.

Texas to Remedy Omission.

The Texas legislature has been called to meet in a special session to consider, among other things, the passage of laws for election machinery in accordance with the amendment. The governor of Maryland has decided he is empowered under existing laws to issue a writ of election to fill the unexpired term of the late Senator Rayner. Senator Jackson now is serving by designation of the governor.

Such constitutional lawyers of the senate as Senators Root and Sulzberg are said to entertain doubt as to the power of the governor to issue the writ, and the appearance of a new senator from Maryland to take the

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WEATHER TODAY

Monday, Sept. 8.

Temperature—8 a. m., 75; 9 a. m., 80; 10 a. m., 81; 12 noon, 82. Minimum last night, 78.

Wind—6 a. m., velocity 5, 8 a. m., velocity 15; 10 a. m., velocity 15; 12 noon, velocity 13. Movement past 24 hours, 250 miles.

Barometer at 3 a. m., 30.04. Relative humidity, 8 a. m., 61. Dew-point at 8 a. m., 65. Absolute humidity, 8 a. m., 6.859. Rainfall, 0.

BEEKEEPERS FORM UNION IN GERMANY

[By Latest Mail]

LEIPZIG, Germany.—A meeting of the German beekeepers was held in Berlin recently when it was decided that all the beekeepers in the country should form a union. This has resulted in an additional 50,000 members joining the 70,000 of which the union is already composed. The union therefore at present includes 120,000 beekeepers.

oath of office will mark the incidental fight in the senate over the senatorial election machinery. Powers of Governors.

The situation is complicated by the amendment further limiting the governor's powers to fill vacancies in the senate. In the past a governor has filled vacancies occurring when the legislature is not in session. Hereafter the governor may not fill a vacancy until the legislature of his state has empowered him to make temporary appointments until the people may fill the vacancy by election.

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