

COWPUNCHER OR SEAMAN, WHICH IS ENTITLED TO APOLOGY IS QUESTION

The Star-Bulletin is ever willing to retract any misstatement it may make, it is willing to apologize and apologize profusely whenever necessary; but through the following letter it finds itself in a position where apology is difficult or rather it is difficult to decide to whom the apology is due.

J. Simpson Robson, on behalf of the crew of the good ship Manningtry, demands an apology—threatening to take proceedings against the Star-Bulletin for defamation of character—simply because this paper published the fact that cowpunchers worked as deck-hands on the Manningtry. The specific contention of Mr. Robson is that it is defamation of character to refer to a "seaman" as a "cowpuncher."

On the other hand, "Bob" Breckons, on behalf of the Wyoming Society of Hawaii is undecided as to whether he shall bring suit against the Star-Bulletin—also for defamation of character—for the reason that "cowpunchers" have been referred to as "seamen."

Hence the quandry. Not knowing to whom the apology is due it is impossible to comply with the request of Mr. Robson until legal advice has been obtained.

Provided, when thoroughly enlightened, it appears that the seaman is due the apology he will get it; provided, however, it is coming to the cowpuncher, it will be his without the asking.

Mr. Robson's communication follows:

S. S. Manningtry,
Honolulu, April 6th, 1914.
To the Editor Star-Bulletin,
Honolulu.

Having read the article in your paper dated the 3rd inst re cowpunchers as deck hands I on behalf of the crew of above ship wish that you flatly contradict the aforesaid statement as being quite untrue or the

grounds that we are fully qualified seamen and none of us are what you term cowpunchers, hotel waiters, etc. Whatever seaman this ship may have carried in the past especially a case of a seaman from your own port of Honolulu, I wish to emphatically state that the present crew is absolutely up to the high standard of the British sailor and therefore equal to any.

Of course we are not actually responsible for the character of stowaways that we may have on board as they may not be as good as could be wished for on the other hand may be better. I have come to the conclusion that as your paltry paper was hard up for news and in want of something to fill up you no doubt thought it very sportsmanlike to hold the crew of a British vessel up to ridicule.

Having ascertained for certain that no representative of your paper was granted an interview with any of the crew it is a marvel to me that a person with such a fertile brain should remain a reporter of such a small paper as yours when there is any amount of scope for talent such as he has shown to enable him to be a star reporter for a star paper but not necessarily a Star-Bulletin.

If you do not contradict it and publish an apology through your paper then the only thing that remains for us 'to do is to take proceedings against your paper on the grounds of defamation of character.

J. SIMPSON ROBSON.

It appears that several cowboys, members of a Wild West show that journeyed to Australia a little over a year ago, had stowed away in the British steamer Manningtry and upon being discovered had been put to work before the mast, as aids to the "high standard British tars" referred to by Mr. Robson. Whether they "made good" before the mast or whether they are from the Wyoming cattle ranches is not stated.

HARBOR NOTES

The next mail from the mainland is due to arrive at the port tomorrow in the Matsun Navigation steamer Lurline.

The Inter-island steamer Waipaho has been placed on the berth to sail for Honolulu and Kakuhae about noon Tuesday.

The principal item in the cargo from the island of Kauai brought by the Inter-island steamer W. G. Hall consisted of 5000 sacks of sugar.

The Matsun steamer Matsunia sailing for San Francisco at 10 o'clock on Wednesday morning will carry the next outward bound mail.

The Inter-island steamer Claudine has been discharged of a shipment of island products and will be dispatched for Maui ports at 5 o'clock this evening.

Schedule to sail from Hilo for Saina Cruz on April 18 the American Hawaiian freighter Alaskan is expected to carry approximately 12,000 tons of sugar.

After being discharged of a shipment of fuel oil at Honolulu and Kakuhae, the tanker Santa Maria is reported to have arrived at Port San Luis on last Friday.

It is the present intention to dispatch the Inter-island steamer Helene on Tuesday noon for Mahukona and Kakuhae. This vessel will be supplied with freight only.

Mail and a few lay-over passengers dispatched from Honolulu to the Pacific coast in the Japanese liner Chiyo Maru are reported to have arrived at San Francisco on last Friday.

For the island of Kauai, the Inter-island steamers W. G. Hall and Noeau will be dispatched at 5 o'clock this evening. The Hall will take passengers while the Noeau will carry freight only to windward ports.

Two days behind the regular schedule, the Pacific Mail liner Korea from San Francisco is due to arrive at the port on Friday morning. A small delegation of passengers are expected to arrive at the port in this vessel.

Unfavorable weather it is said will serve to delay the arrival of the Matsun Navigation steamer Lurline now steaming from San Francisco for Honolulu. The vessel may reach the port about noon, Tuesday.

Sugar awaiting shipment on the island of Kauai reported by officers in the Inter-island steamer Kinaiu includes the following: Kilauea, 11,900 sacks, Kealia 34,200, L. P. 22,000, K. P. 13,938, McB. 33,722, M. A. K. 23,254, G. & R. 3,900, K. S. M. 3,000.

A rough trip to Kauai was completed by the steamer Kinaiu which returned to Honolulu yesterday morning with 64 cabin passengers and cargo including molasses, hides, empty barrels and drums, 3689 sacks of sugar and 105 packages of sundries.

Besides a dozen passengers, the Mikahala an arrival from Maui, Molokai and Lanai ports brought 48 bales of hides, 11 cases of eggs, 43 sacks of coconuts, 40 sacks of charcoal, six crates of chickens, two crates of pigs, 39 hogs, five cows, 330 head of sheep and 118 packages of sundries.

Weather along the Maui coast was found to be exceedingly pleasant according to report brought by officers in the Inter-island steamer Claudine, an arrival from Kahului on Sunday morning. This vessel brought small shipments of island products and 160 packages of sundries. The Claudine is listed for departure to the Valley Island at 5 o'clock today.

Can You Beat It?

Customer: You know that coat I bought of you? Well, when I buttoned it the first time it split down the back.

Clothing Dealer: Indeed! It must be, then, that the buttons were sewed on too strongly.—Boston Transcript.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Monday, April 5.
SAN FRANCISCO, April 6, 12:00 P. M.
U. S. A. T. Sheridan for Honolulu.
Sailed, April 4, 1:30 p. m. S. S. Korea for Honolulu.
YOKOHAMA—Sailed, April 6, S. S. Manchuria for Honolulu, 5 days late—due April 15.
MAHUKONA—Arrived, April 5, self Annie Johnson, from cruise; will complete cargo for San Francisco.

Aerograms.
S. S. LURLINE due from San Francisco at noon Tuesday.

PASSENGERS ARRIVED

Per stmr. Kinaiu, from Kauai ports, April 5.—W. Wierberg, Miss Julia Moses, Tom Silva, Jose Ferreira, H. Awana, J. Nauauo, H. K. Moemano, T. Aukai, Emma Kalua, Mrs. Au Kong, Master Au Kong, the Misses Au Kong, Thomas Keala, Ah Hoo, Judge L. A. Dickey, D. P. Panee, George Kai, Hans Hansen, P. T. Baldwin, C. B. Baldwin, R. C. Turner, Mrs. A. Perry, Miss Perry, F. A. Lyman, T. W. Forbes, F. B. Forbes, Neal Moler, Mrs. R. D. Moler, R. S. Norris, F. W. Broadbent, C. B. Ripley, Mrs. W. H. Rice, Jr., Mrs. Leonard, Miss M. de Bretteville, M. Coney, Mr. Thompson, Miss B. Wishard, Miss Esther Gibb, Lee Waterhouse, Amy Waterhouse, A. Hussey, Mrs. B. Hussey, Miss Dora Pieler, Miss C. Stewart, Mrs. J. W. Chamberlain, Miss R. Sash, R. L. Hughes, D. P. Halemano, Mrs. Halemano, Miss Mahlum, Miss B. Lidgate, Lieut. R. Warren, Mrs. Warren, Miss I. Wayson, Miss Benjamin, W. E. Shaw, J. F. Hackfeld, Geo. Rodiek, Paul Fassoth, Mrs. C. Wilder, Master C. B. Wilder, C. W. Spitz.

Per stmr. Mikahala, from Molokai and Maui, April 5.—Charles E. Gay, Roland Gay, Elsie Gay, May Gay, Mrs. Kahaua and child, Mrs. E. Hopii and child, W. Henning, Hugh Howell, M. Rodriguez, Miss E. Teikura, Mrs. Munro.

Pacific Mailer to Junkie

The old Pacific Mail steamship Acapulco has plowed through the waters of the Pacific for the last time. After 40 years of service as a part of the transpacific and Panama fleets, the old craft built at Wilmington, Delaware, in 1873, is to be sold for junk. R. P. Schwerin, president and general manager of the Pacific Mail company, has requested tenders for the old ship, which is now anchored in Oakland creek.

Each firm or person tendering a bid agrees that the vessel shall never again be used as a passenger ship. This makes it possible that the historic vessel may be converted into an oil barge. Despite its age it is said that the hull is fairly well preserved and fit to continue as a carrier of fuel oil for years.

Asked to Shun Ferry Track

As the result of an inquiry growing out of a fog collision on the bay recently between the steamer Umattila and the ferry boat Berkeley, Collector of Port J. O. Davis of San Francisco has recommended to the department in Washington that during foggy weather all vessels, steam, sail or otherwise, which includes launches and tugs, with barges in tow, be prevented from crossing the ferryway.

It is assumed by the collector that if this rule was adhered to while the fog schedule was in effect, fewer accidents would result. The collector says he has been highly commended by the department for the suggestion, but adds that the Secretary of the Treasury has explained that there is no navigation law that would provide for such a prohibition.

However, assurance has been given the collector that a request will be sent to all companies whose vessels navigate the bay to have them comply with this proposal. While there is no law to compel them, it is expected that the shipowners will co-operate.

Gen. Gilbert W. Woodward, aged 73, one of the most prominent members of the Wisconsin bar and Democratic politician, died at La Cross, Wis.

BRIG LURLINE TO CRUISE IN SOUTH SEAS

A vessel made famous by having been commanded by Captain William Matson, now millionaire shipowner and transportation king in the early days of his maritime career, the brig Lurline, well-known at the port of Honolulu many years ago as a sugar carrier, is to be operated in a trading proposition throughout the south seas. Owned and operated by the Matsun Navigation Company as one of several sailing packets, the Lurline is said to have passed into the control of Hickman and Masterson of San Francisco, and is now undergoing a general overhauling before setting forth on its new mission. The new owners intend to keep the vessel running between San Francisco and Tahiti and other south sea ports, hoping to obtain for the coast a fair share of the copra which is now handled for the greater part by German trading vessels.

The Lurline has been anchored off Sausalito for five years. It had been planned to repaint and overhaul the vessel, but, owing to the need for haste, there was no time for this. When the brig returns new paint and trimmings will restore the former crack appearance.

Captain William Matson, head of the Matsun company, was at one time commander of the Lurline. This was during the eighties, and the stanch sailing craft was famed as a fast carrier of merchandise and passengers.

Captain Louis T. Ward, one of the best known young navigators of the coast, is commander of the Lurline. Ward commanded one of the yachts which sailed in the race between San Pedro and Honolulu last year.

Japanese Cruisers Will Coal Here.

A quantity of coal has been ordered for the Japanese cruisers Asama and Adzuma, due to visit Honolulu about May 8, remaining here for five days and then proceeding to the Mexican coast by the way of Hilo. Arrangements are now under way for a berth for the vessels. According to the program as now outlined the war vessels will remain in Hilo two days, departing for Acapulco, Mexico, on May 17. The vessels are scheduled to arrive in Acapulco on June 3. On June 8 they will depart for Manzanillo, where they will remain until June 15. On June 15 they will depart for San Pedro, Cal., arriving there June 22.

Edwards Reports Progress.

Former Chief Officer F. Edwards, now master of the Matsun liner Lurline, reported through a late aerogram that the vessel was nearing the port and would arrive about noon tomorrow, bringing 15 cabin, 1 stowage and a cargo including 2054 tons for Honolulu and 328 tons for Kahului. The Lurline is reported to have 286 sacks of mail for the islands.

Many Book in Matsunia.

One hundred and thirty cabin and 76 stowage passengers have been booked for San Francisco in the Matsun liner Matsunia, scheduled to sail from this port at 10 o'clock Wednesday morning. The vessel will be supplied with a full shipment of sugar.

Honolulu Passed to the Westward.

The Matsun Navigation steamer Honolulu, from Port Allen to Kahului, passed about 10 miles to the westward of Honolulu last night, the vessel proceeding to the regular island ports to discharge mainland cargo and to load a quantity of sugar.

ALASKAN MET HEAVY SEAS ON VOYAGE

In placing 100 sacks of late northwestern mail aboard the American-Hawaiian steamer Alaskan while at Seattle, local business men were enabled to receive much late correspondence that if it had been diverted by the way of San Francisco, would not have reached the islands for some days.

The Alaskan, with 2000 tons of general cargo, including 600 tons of freight from New York, transhipped at Saina Cruz, was brought to a berth at Pier 19 this morning.

From the time of clearing the straits of Fuca, the Alaskan is reported to have met with very rough and stormy weather. Capt. W. P. Hillman found conditions somewhat improved as the Alaskan neared the islands.

The Alaskan is to sail for Port Allen, Kahului and Hilo about Thursday evening. At each of these ports a quantity of sugar will be shipped, making a total cargo of 12,000 tons of the product destined for Saina Cruz. In addition to sugar the vessel will carry 5000 cases of preserved pines from the islands. The Alaskan failed to make quarantine last night in time for pratique by the federal authorities.

Dauntless Completes Long Passage.

Departing from Aberdeen, Wash., on February 27, the schooner Dauntless is an arrival at the port this morning, the vessel bringing lumber to the amount of 629,000 feet, consigned to the City Mill Company. Captain Muirchson, master of the vessel, is accompanied by his wife and family on this voyage.

The Dauntless met with contrary winds, followed by gales, which while doing no damage to the vessel, served to delay the passage to some extent.

Big Cargo in the Manchuria.

For the first time in some weeks, a large cargo will arrive from the Orient in the Pacific Mail liner Manchuria, due at Honolulu on April 15, at which time it is stated that 2100 tons of freight from China and Japanese ports will be discharged here. A cable received at the agency of H. Hackfeld and Company today states that the vessel will have accommodation for 85 additional cabin passengers from this port to the coast. It is the present intention to dispatch the vessel on the morning of April 16.

Columbian Away for Isthmus Tonight.

The American-Hawaiian freighter Columbian, with a full shipment of island sugar, is scheduled to sail from Hilo for Saina Cruz this evening, according to advices received today by C. P. Morse, general freight agent. This vessel has been discharged of about 4000 tons of general merchandise brought from the Pacific coast.

Missourian Next to Arrive.

With general cargo from the east and west coast of the United States the American-Hawaiian freighter Missourian is reported to be the next arrival from Puget Sound ports, this vessel being on the berth to sail from Seattle to Honolulu on April 8. The steamer will follow the usual route throughout the islands, in the discharge of cargo and the loading of sugar.

The Matsun Navigation steamer Matsunia is completing a large cargo of sugar destined for San Francisco at this port. The Matsunia is to sail for the coast at 10 o'clock Wednesday morning.

Delicious!

That is the likely comment on pie made with

CRISCO

For Frying, For Shortening, for Cake Making.

First of all, pie properly made with Crisco looks tempting. The crust has a rich, flaky appearance that puts a new edge on the appetite, no matter what dainties have gone before. Then, it is so tender that it breaks at a touch of the fork. Even the under crust which becomes tough so easily, cuts as readily as the upper crust. Finally, it tastes rich, yet delicate; fresh, palatable, delicious in every sense.

Here is the recipe for plain pastry that we have found best:

1 1/2 CUPFUL FLOUR 1/2 TEASPOONFUL SALT
1/2 CUPFUL CRISCO COLD WATER
(Level measurements)

Sift flour and salt twice and cut Crisco dry ingredients. Form lightly and co into flour with knife until finely quickly with hand into dough; roll out divided. Finger tips may be used toon slightly floured board about one-fourth blending materials. Add grad-quarter inch thick. Use light motion ially sufficient water to make stiff handling rolling-pin, and roll from paste. Water should be added spar-center outward. Sufficient for one pie, ightly and mixed with knife through.

NEW COOK BOOK AND "CALENDAR OF DINNERS"

Marion Harris Nell, Cookery Editor, Ladies' Home Journal, has prepared the recipes for this attractive new book. The paper-covered edition, containing 250 recipes only is free. The cloth edition, containing 615 recipes and the "Calendar of Dinners" will be sent for five 2-cent stamps. The "Calendar" gives a seasonal and attractive menu for each day in the year. For either book, address The Procter & Gamble Co., Cincinnati, O.

Fort Shafter Notes

[Special Star-Bulletin Correspondence]

FORT SHAFTER, April 6.—Captain Martin Novak of the 25th Infantry was admitted to the department hospital yesterday as a special patient from Schofield Barracks. Mrs. Novak and Maj. E. L. Butts and Lieutenant Hatle came down from Leliehua with Captain Novak to look after the patient through the journey. Mrs. Novak will remain here for the present or until her husband has improved. The captain has been until lately the quartermaster of his regiment and has been succeeded in that office by Captain Marshall Childs. While Captain Novak's condition is not regarded as serious he is nevertheless, in the opinion of his friends, to be regarded as a patient for whom a change of climate is necessary and it is probable that an application for an extended sick leave will be made by him.

Capt. George D. Freeman, quartermaster corps, is engaged in paying the troops of this post today. The payment began with the companies of the 1st battalion of the 2d Infantry, those companies being on the target range. Firing on the range was not interrupted by the payments as those men through the hands of their respective company commanders. The new men of the regiment were observed as taking advantage of the permission to deposit a portion of their pay with the paymaster in large numbers. In one company more than one-half of the men on the rolls made deposits ranging from one-half to two-thirds of the total amount of pay received by them.

The recent large increase in the strength of the companies of the 2d Infantry necessitates the formation of 10 squads in each company and to provide the requisite number of squad leaders for this number the regimental commander has by recent orders authorized the appointment of additional lance corporals in the various companies. The limitation being imposed by the order of authorization of not to exceed three such additional appointments in each company.

Maj. Peter C. Harris, 12th Infantry, en route to the states by the transport on an extended leave of absence from the Philippines was a guest of Major and Mrs. M. J. Lenihan of the garrison for dinner and the evening following on the 3d. Majors Harris and Lenihan served a tour together in Washington as members of the general staff of the army and the families are close friends of long standing.

The program for today's band concert, beginning at 6:15 p. m., is as follows: Overture—"The Call of Bagdad"; Bolero; Serenade; D'Armeur; von Blon Selection—"The Dollar Princess"; Leo Fall Waltzes—Claribel; R. Ripley Marche Indienne; Sellenick; Albert Jacobsen, chief musician.

Now that this post is practically divided into two separate camps by reason of the ravine between the post proper and the cantonment the band concerts will be arranged to accord with that fact and they will be given alternately in the main garrison and the addition.

A board consisting of Lieutenant-colonel Atkinson and Captains Jamer-

The Big Red Wagon

There's a thunderin' big wagon which two horses are a-draggin' round the streets of Honolulu day by day; And on it, red and shiny, (like a swimmer in the briny) squats a tank—an awful monster, so they say; Yet the children do not fear it, and businessmen go near it—even ladies do not flee when it is seen— For tho' it may look fearful it doesn't long stay near full, for the driver's selling 'UNION' Gasoline.

WHEN IN NEED OF

GASOLINE

Watch for the Big Red Wagon

son and Bell have been engaged the past week in marking the papers submitted in examination by the class of the garrison school in the subject of small arms firing regulations.

Probably the oldest razor in use in Maine is in the possession of a barber in Bangor. The razor was brought from England in 1790 and has been used until it is almost worn away.

Why is it you always win at poker," she asked, "and always lose when you back horses?" "Well, my dear," came the genial reply, "I don't shuffle the horses."—London Express.

"What does your father do for a living?" asked one little girl. "Why," replied the other, "he takes up the collections in church."—Chicago News.

SACHS'

SPECIAL SALE OF

FLANNELETTES NEW GINGHAMS
Spring Patterns

Plain colors, fancy stripes and floral designs; 15c and 20c merchandise at 12 1/2c per yd.

10c per yard—All fast colors.

Tomorrow Morning, April 7

Sachs'

A board consisting of Lieutenant-colonel Atkinson and Captains Jamer-