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An always acceptable gift to the lady of refinement. The stock is replete with the best odors.

Benson, Smith & Co., Ltd. FORT AND HOTEL STREETS.

Morning Cable Report

(Continued from Page One.)

WASHINGTON, December 11.—Secretary of War Henry L. Stimson has completed his report for Congress and the result is in a number of ways rather startling insofar as the general public is concerned.

One of the clauses in his report is to the effect that in the contingency of a war with a first-class power the United States would find itself unprepared in regard to the army.

His principal criticism in this connection is that the army is too scattered and could not be mobilized in time for effective work.

KNOXVILLE, Tenn., December 11.—It is now known that 150 miners have perished in the explosion of the Cross Mountain mine on Saturday. Desperate efforts have been made by rescuers to penetrate into the mine, but in every case the men were driven back by fire damp. There is practically no hope for the men buried alive.

CONSTANTINOPLE, December 11.—The Turkish government has determined to expel all Italians living within the zone of the Dardanelles. This action has been taken in view of the threat of the Italian government to blockade the straits with its warships.

BRISBANE, Queensland, December 11.—Before a great crowd here McVey, the American, beat Lester in the eighth round.

WASHINGTON, December 11.—For the first time there is a prospect that Congress will have an excuse to put into effect a one-cent rate on letters, thus cutting the present schedule for first-class postage in half.

Cutting Out the Waste. Many innovations making for economy have been developed under the postmaster general which have offset the greater expense of the rural free delivery system as extended by him.

Throughout the report is indicated the prominent fact that the department is now self-sustaining, and it is generally prophesied here that the "penny postage" rate will soon be a fact.

The receipts have been greater for the past year than ever before in the history of the department for the same period.

MERIDIA, Mex., December 10.—A report has been received here of a desperate fight between a band of revolutionists, partisans of General Reyes, and a company of 150 state guards, in which the latter were defeated and it is said that only about a dozen of them escaped.

WASHINGTON, December 10.—It has developed that Claus Spreckels is the only subscriber to the campaign fund for the removal of the duty on raw sugars.

WHOOPING COUGH.

Whooping cough is not dangerous when the cough is kept loose and expectoration easy by giving Chamberlain's Cough Remedy. It has been

used in many epidemics of this disease with perfect success. For sale by all dealers. Benson, Smith & Co., agents for Hawaii.

Fine Job Printing, Star Office.

"EXCURSION PARTY"

(Continued from page one.)

boats and placed across the logs. It seemed a very ticklish undertaking, but all of the machines were landed safely and without the least injury. The passengers were landed in the ship's boats.

The machines were started on their long journey of 104 miles to the Volcano House, as the passengers allotted to them landed. This meant a long line of automobiles, for there were sixteen machines in the party.

Prolific Kona.

The run through was instructive as well as enjoyable, especially to those who had never been over the route before. Kona is full of Hawaiian legends, and it was especially interesting to the mallhni to see the city of refuge at Honoumou. The walls of this city, it is claimed, contain stone so large that no one suggests even how they were got there, for they are said to have come from some miles up the mountain to the spot at which the city was built. Then there is a wall that was used to keep the pigs from straying up the mountain. This, it is claimed, was built in a single day. No idea is given of the thousands of men that must have engaged in the task. Kealahou Bay, with Captain Cook's monument, is seen away in the distance from the high road.

But it would seem that almost everything is talking tobacco in Kona. Of course, comparatively, not much tobacco is under cultivation, but it would certainly appear that Kona will produce very large quantities of tobacco. The people are enthusiastic about it. They say that the small holders are going in for tobacco. They wax eloquent about it and on paper it is all mapped out how much profit they can make out of this product.

"Two crops a year of tobacco," they say. And then another will point out that Kona has a climate that is suitable for tobacco. A lot of cloudy weather—exactly what is wanted—with the mountainous country that enables the growers to go mauka as the season advances.

While tobacco might be the coming industry, judged from a trip through the district, coffee would certainly seem to be the present production, for mile after mile of coffee plantations are passed on the long run across. Of course, there is plenty of sugar, and there are pineapples too. Tobacco can not be a great factor yet, for an expert stated that the leaf has yet to be artificially dried, and this detracts from the finished article, but as time goes on the cigars and tobacco turned out will have been dried naturally, and then, he says, Kona will produce some smoking weed that will compare with any in the world. There are some spacious curing barns to be seen from the roads. A pineapple cannery is in operation, and, of course, there are some sugar mills over there, too.

Kona Fruits.

The passengers in each automobile had an opportunity of testing some of the bananas and oranges that are grown in Kona. T. C. White, agent for the Bishop Estate, government ranger and subagent for the third land district, stopped each automobile and handed the occupants a big bag of bananas and oranges. The bananas varied in size. They were fine bananas, and were only rivaled by the sweet, juicy oranges. Mr. White, in his usual graceful style, shook hands with all in the machines, total strangers and all, and wished them all a pleasant trip.

All the machines were running well, but soon one would drop out with some trouble—mostly tires—but shortly afterward they would come along and make up the time that had been lost. Miss Jessie Kennedy had the distinction of taking the first machine of the party in. She ran through in fine style and, notwithstanding the delays that were occasioned through blowouts, she beat them all in. Naturally, she was highly complimented on the feat, and incidentally praised for the skilful manner in which she handled the machine.

Frank Thompson had more than his share of blowouts. He had a lot of trouble, and Jack Lucas enlivened the proceedings by passing a few appropriate remarks. He has not yet learned why the pump took so long to work, or why it was so hard. He is not quite sure whether it was connected or not. He said that Frank Thompson sent the machine like a scared cat, and did not give him a chance to see the country. When he asked Mr. von Holt whose house it was they were about to pass, he always had to turn around and point the house out away in the distance, owing to the speed they were making. He thinks if they had been passing milestones, the country would have looked like a graveyard, as the milestones would have seemed so close together. Of course, there were times when the machine was not going at all. Jack Lucas goes down as the historian of the trip.

The only serious mishap occurred to the machine handled by Representative Yates. In this were seated Collector Cottrill, and the Bulletin and Star representatives. Crossing the lava, the knuckle of the steering gear

broke. Fortunately, the machine pulled up suddenly and stopped on the edge of the track. The break, of course, was a serious one, for it could not be mended on the road. Frank Thompson came along shortly afterward, and as it was seen that Yates would have to get help from Waiohina, Frank Thompson took Collector Cottrill, and Claudius McBride, who had followed Thompson, took the press representatives. Frank Thompson had some more blowouts, and reached the Volcano House after dinner. Claudius McBride's machine behaved splendidly, and with the exception of a broken spring he got through famously. He did not have to stop once for repairs. Yates got in at half-past two on Sunday morning, having had his machine fixed in Waiohina.

The Volcano.

Naturally everyone wanted to see the volcano. None was too blasé. Some tramped down in the dippy night air, and some used the machines that had been so generously placed at the disposal of the party by host Kennedy. The volcano was a wonderful sight, and those who had seen it recently said it was more active than ever. On the western side there is a river of what looked like a solid mass of flame. This is pouring down in one continuous stream, and occasionally jets of flame that look like glowing embers shoot up, exactly as though some fireworks maker had started a gigantic flower pot. There was a large black island slowly floating around. At one time it looked like a huge heart, but slowly it moved along with the stream and got split and formed a different shape. Words are inadequate to describe the sight, and no one without seeing can form any conception of what it is like. The party was enabled to visit the crater both at night and in the daylight.

On to Hilo.

The volcano was left with reluctance. Mr. Kennedy allowed the party to make its own arrangements for Sunday morning. The members could remain at the volcano, go to Hilo, or visit friends in any part of the country. He had accepted L. A. Thurston's invitation to journey by special train to Hakalau and see the extension and be on the first train over the new track from Honoumou through Waileo to Hakalau. All went.

Hilo's Scenic Route.

The Hakalau division is the scenic route. Some of Hilo's best scenery is viewed from the train, for it runs along the coast, and out of long cuttings, at frequent intervals, there burst on the passengers some beautiful sights.

An observation car was attached to engine No. 99, with another car at the rear. The observation car is a fine piece of work. The interior is of oak with a natural finish. It is splendidly equipped, with the usual lavatory arrangements. Owing, however, to the Territorial regulations a cup cannot be supplied at the water cooler. Two power double oil lamps furnish the necessary lighting at night. The seats are reversible rattan. About one-fifth of the car is set apart for observation. The exterior of the car is very pleasing, being finished in myrtle green.

Notwithstanding that the car was only turned out of the shops on Saturday afternoon, it ran smoothly through the twenty-six miles of its journey.

General Superintendent Filler was along with the party and, of course, he was surrounded for information the whole time. The line has been an expensive one to build, for there are many cuttings and bridges. Some of the bridges would make one dizzy to look over, and on these the train was stopped in order to allow the passengers to see everything. There is a hand-rail on one side of the bridge, and the passengers were able to step down and make closer inquiries.

Some magnitude of the work may be gained from the fact that at Kawai-nui 275,000 cubic yards of material were used to fill up one cut. The cost has been about \$100,000 a mile so far. The bridge spanning the Kolekole stream was finished on December 6, four days before the train went over it. It is 100 feet high and about 400 feet long. One hundred feet further on is a fill. Then there is the Hakalau bridge, 200 feet high, six spans, and about 900 feet long. The highest bridge on the division will be that at Nanue. This will be 225 feet high and about 500 feet long. The longest bridge will be at Maulua. It will be about 1100 feet long.

It is interesting in a way to watch the bridge builders at work, but it is a strain the average man cannot stand. A stout wire cable is stretched across the place to be spanned. The material is lowered into position and then the cowboys of the air fasten it into position. With a bridge 225 feet high and a rock-strewn stream running along beneath them, a clear head is needed to work under these conditions. So far everything has gone along well. It might be mentioned in passing that only white men have been employed on this work. They come straight from New York.

C. H. Kluegel is the chief engineer, and it is under his supervision that the work is being carried out. R. W. Filler, the chief superintendent, was warmly thanked for the manner in which he had entertained the party and had explained everything of interest along the route. He was also especially

Bijou Theater Monday, Tuesday and Wednesday HAVE YOU EVER SEEN TEXAS TOMMY? YOU PROBABLY HAVE NOT. In the Presentation of the New Musical Comedy. WHITE HORSE INN THE Texas Tommy Dance Will Be the Sensational Feature. Now the Rage in Vaudeville on the Mainland. Presented by MISS PHILLIPS and AL. LEONARD. In the "WHITE HORSE INN" Besides the Hebrew and German Comedians. FRITZIE GUY Will Dance the "Bear Cat Rag," Catchiest of All, Making Up the Best Program of the Season. TWO SHOWS NIGHTLY. Night Prices 15, 20 and 30 Cents. Matinee Prices 15 and 20 Cents.

cially thanked for the honor extended of allowing the visitors to be on the first train to make the trip. Workmen's trains have been over the track to test them. The track was in good order on Sunday. Regular traffic of Hakalau will begin on Wednesday. Passenger trains are scheduled to make the journey in forty-five minutes. There will be five passenger trains and one freight daily. The train took the party right back to the wharf, and the Kilanea was boarded. She left at a quarter to five, and was at Honolulu again at six o'clock this morning, having averaged fifteen knots throughout. For awhile last night she was running at sixteen knots an hour, but she was eased down to enable Honolulu to be reached not earlier than six o'clock. The Mexican left Hilo shortly before the Kilanea, but the Kilanea ran away from the big American-Hawaiian steamer. The trip over was characterized by a heavy swell. The vessel lived up to her reputation, and the trip was enjoyed throughout.

Mr. Kennedy Toasted. At dinner last night Frank Thompson gracefully proposed the health of Mr. Kennedy by saying: "Here's to the host who never neglected us, whether on land or shore." The toast was enthusiastically drunk. The Party. The following made the trip: Mr. Ahrens, T. Archer, C. Atherton, Mr. Leonard, Mr. Barnes, Geo. Beckley, J. E. Brown, W. W. Bruner, Miss Alice Cooke, Clarence Cooke, J. P. Cooke, Chas. Chillingworth, Mr. Chamberlain, Geo. W. Carr, Mr. Campbell, A. N. Campbell, Alfred Cooper, W. H. Campbell, C. Cottrill, W. H. Clarke, P. B. Dankey, H. Dowett, L. Dowsett, A. Gartley, F. M. Hatch, Miss H. Hatch, R. Hall, Miss Hall, C. Hedemann, A. Harner, Mr. Hottel, J. Jaeger, W. Jarrett, J. A. Kennedy, Miss J. Kennedy, C. C. Kennedy, Mr. Kojke, Eben Low, Fred Lowrey, R. W. Filler, F. J. Lowrey, D. B. Macomachie, E. J. Melanphy, J. H. Meyer, Mr. Morrison, Jno. McJilroy, Z. K. Myers, Mrs. Myers, D. Nett, Miss Nott, W. G. Ogg, W. Pullar, L. Petrie, Judge A. Robertson, Mrs.

Robertson, W. E. Rowell, T. R. Robinson, F. Richardson, J. Scott, P. H. P. Smith, W. O. Smith, A. K. Sheppard, F. E. Thompson, H. von Holt, Miss von Holt, G. Watt, J. Watt, N. Watkins, C. Walters, A. A. Young, D. L. Conkling, H. Mical, W. Thielan, P. Lyman, Jr., Dr. J. S. B. Pratt, E. A. Mott-Smith, Dr. McCoy and Rev. S. Desha.

Miss Kennedy as Hostess. Miss Kennedy had a small party of her friends along, comprising Miss H. Hatch, Miss A. Cooke, Miss Laura Nott, Miss von Holt, with Mrs. Myers as chaperone, Herbert Dowsett, L. Dowsett, E. Hedemann and D. Nott.

The Officers. The officers of the new ship are as follows: Captain, A. C. Simeron; chief officer, D. L. Nicholson; second officer, Thos. McTague, formerly on the Alameda; third officer, Oscar Johanson; chief engineer, F. M. King; first assistant, C. J. Lynch; second assistant, Fred Tardif; third assistant, J. A. Mooney; purser, James L. Friel; chief steward, V. E. Pangelina; port steward, Captain A. J. Campbell; superintending engineer, John Muirhead.

Captain Freeman of the Mauna Kea, who brought the Kilanea down from San Francisco, was the pilot. Henry Sheldon of the Mauna Loa is going purser and the freight clerk from the Mauna Loa will also go into that position on the Kilanea.

Some of the officials, who did not appear on the regular list, were given out as follows: Steerage steward, Norman Watkins; freight clerk, Bill Jarrett; chief historian, Jack Lucas; mail clerk, D. Lloyd Conkling; quartermasters, Jimmy Jaeger, Chas. Chillingworth; boatswain, W. E. Rowell; electrician, Alonzo Gartley; stowkeeper, Chas. Atherton; surgeon, C. Cottrill; blender at bar, F. E. Thompson; official chauffeur, Frank Richardson; wireless operator, Ted Melanphy.

Jimmie Friel as usual made a popular purser, and V. E. Pangelina added fresh laurels for the excellent manner in which he handled cuisine matters on board. The trip was a decided success throughout. The lion's share of the

credit is due to President Kennedy, who so ably and carefully looked after the comfort of every one of his guests. He was ably seconded by the officers of the company.

JUST A LITTLE EARLY. To talk about Christmas out of town is a little premature, but it is well to keep Haleiwa in mind. Unusual preparations are being made to entertain those who prefer a day away from home to the bother of planning a dinner and to entertain company. It's rather difficult, too, to manage a golf links in the average yard of a city residence. Haleiwa affords the best there is and a tennis court that is all that could be desired by the most enthusiastic wielder of the racket. Keep Haleiwa in mind if you are planning to leave town.

THE WISE MOTHER. The most prominent physician in the country can not produce better results in the treatment of coughs, colds, croup and whooping cough than the wise mother with a bottle of Chamberlain's Cough Remedy. She always keeps it in a handy place and knows where to lay her hands upon it. With a few doses of this remedy she gets the cold under control at its beginning and avoids all danger of serious results. It contains absolutely nothing injurious and is the mothers' favorite all over the world. For sale by all dealers. Benson, Smith & Co., agents for Hawaii.

NEW YORK, November 23.—One of the principal names on the passenger list today was that of Rear Admiral Hugo Osterhaus, commander-in-chief of the Atlantic fleet. He has obtained a month's leave of absence for a trip to Germany, where he will pay a long-deferred visit to his father, Ben Osterhaus.

Thirty marines under Lieut. Utley and Second Lieut. Hoyt began work Saturday in pitching the tents of Camp Cowles at Pearl Harbor.