

# ENGINE IN DITCH

(From Saturday's Advertiser.)

OLIVA — Hawaiian, internally injured; will probably die.  
JOE MACHADO — Laborer, scalp partly torn off.  
JACOB GARGUS — Left leg and arm broken.

The locomotive engine used in the dredging operations by the Kakaako railway turned over from the top of a pile of coral dumped from the dredging in the harbor at Bishop wharf, last night, and the three men above were caught in the wreck. The dredger Governor finished up its work yesterday evening and a little later than usual the train was filled with the net of the debris to be taken to the dump. It meant the end of the work for the dredging company. The train crew went willingly to the task, although it was after working hours. Joe Fern was the engineer, Oliva was the fireman, and there was a crew of seven or eight men.

**STONES ON TRACK.**  
Fern, the engineer, says that when he was passing the Honolulu Iron Works and ready to take the steep grade over the coral pile, he noticed some small stones on the track ahead. At that time there were three men riding on the pilot and the rest of the crew was scattered over the train. When about in front of the Iron Works office, Fern saw the stones considerably larger than the others, and these were directly on the rails. He immediately threw on the brakes and endeavored to bring his locomotive to a standstill. However, it had good heading on and went forward, striking the stones.

The rails are very light, and the locomotive left the track just at the bottom of the incline. It turned completely over and then fell again, and was twisted back until the pilot faced back toward the Naval Station. The heavily-loaded cars came on, the couplings between the engine and the first car parting. The first car ran until directly under the cab, when the engine settled back upon it.

**CREW JUMPS.**  
Engineer Fern crawled out of his cab window and escaped uninjured. Oliva, the fireman, jumped as the engine was about to make its first turn. He fell upon the track, and the coral car rode over him. When the engine settled down the man was pinned to the rails, where he suffered for nearly half an hour.

Machado was thrown forward and his head striking the rails, his scalp was torn and cut deeply. He was stunned and when lifted from the ground was apparently lifeless. Gargus was pinned under the first coral car and until the car was lifted he was helpless.

A huge plank was inserted under the first car and eventually it was raised from the body of Oliva. The latter directed operations in spite of his severe injuries. When big McDuffie of the dredger endeavored to get under the car to draw him out, Oliva said, amid groans:

"Just take hold of my hand, Mac, and I'll pull myself out."  
The nerve of the man was superb, but he was in reality unable to help himself. He was finally drawn out, and while waiting for the patrol

wagon, which had already started away with Machado and Gargus, the man was held in the arms of McDuffie and three others. It was thought then that his back was broken.

**AT THE HOSPITAL.**  
At the hospital it was found that Oliva had the skin torn from the back of his left hand, and from the entire right side of his body almost down to his middle. Besides this, he complains of internal pains in his left side, and that part of his body seems to be crushed. It is thought that he has serious internal injuries.

Joe Machado has a painful wound, but is not seriously hurt. Jacob Gargus is pretty badly used up, but his life is in no immediate danger.  
A rigid investigation of the cause of the accident will be held by the dredger people.

**A SERIOUS CHARGE.**  
Mr. Belser of the firm of Lord and Belser, which has the contract for dredging the Alakea slip and dumping the coral in Kakaako, stated last night that from all information he could obtain some one had maliciously placed stones on the rails.

One of the three men riding on the pilot saw some stones ahead as the locomotive passed the Iron Works and neared the incline. He called out to the engineer, telling him to slow down. Later as the engine began bumping on the rails the man, known as "Frank," again called out, and he shouted to Engineer Fern to reverse the engine.

Joe Machado, one of the men hurt, also states that he saw the stones on the rails.  
Both men state that the stones seemed to be at regular distances apart.

It is certain that the stones could not have dropped off the cars and have found resting places on the track. The cars on the train before the wreck had gone up the incline and the coral was dumped out. The cars returned over the track empty. When the train passed down the track to the slip the rails were apparently free.

Mr. Belser believes that the train was wrecked through hoodlumism or pure maliciousness. Evidently someone wanted to see how a train got wrecked.

"It is a significant thing," said Mr. Belser, "that this was the very last train to make a run. We have never before had any accidents where anybody was hurt. Frequently people have turned our switches and once by so doing they nearly ran the big engine into the slip. We finally had to spike down two switches to prevent their being turned."

(From Sunday's Advertiser)  
Oliva, fireman of the locomotive which was wrecked on the Kakaako dredging railroad on Friday evening, died at the Queen's Hospital last night at 7:45. Internal injuries, as well as the general mangling he received, caused him to sink gradually after arriving at the hospital. His body was removed to his home near the corner of Miller and Kinohi streets. He was married.

Oliva's injuries consisted of four crushed ribs on the left side, internal injuries, a scalded back and a lacerated hand and shoulders.  
There is still some fear that Jacob Gargus' injuries may prove fatal. He was pinned under the cars and sustained a compound fracture of the left leg and left arm, while numerous other bruises were found on his body. He was also scalded. Joe Machado, whose scalp was badly torn, is doing very well.

The engine was righted yesterday. It was pretty well smashed, the cab being a complete wreck.  
A thorough investigation is to be made of the cause of the disaster, and suspicion yet holds that stones were placed on the rails with malicious intent.

## PLENTY OF LAND TO GROW TOBACCO.

"There is plenty of tobacco land on Hawaii," remarked Jared Smith yesterday. "The soil of Hamakua is well adapted for the growth of the plant, as we have demonstrated, and the tobacco land there runs up as far as the upper limit of the forest line. Then the lands of Oahu are good tobacco lands, also. In fact, there is a colony of Gallians now there engaged in tobacco culture. There is good tobacco land on the Kona side, too. The natives on all the islands raise and use a kind of wild tobacco, rank and strong, which grows everywhere, but I think there is too much clay on Oahu to make it worth while to grow it here."

"A Portuguese hui has agreed to give us two acres of land at Makawao, on Maui, upon which to make an experimental test of the cultivation of wine grapes," added Mr. Smith. "I have sent to the mainland for vines of one hundred and fifty varieties and will procure others elsewhere so that the test may be made on the most exhaustive scale. I can not say, however, just where the farm will be located, because we have not yet studied the soil and selected the lands. The Portuguese agree to furnish the labor necessary."

## SPRAINS.

A sprain may be cured very quickly by applying Chamberlain's Pain Balm to the injured parts every hour, and rubbing vigorously at each application. If the rubbing causes too much pain, apply the Pain Balm without rubbing. It should be applied as soon as possible after the injury is received and before the parts become inflamed and swollen. For sale by all dealers and druggists. Benson, Smith & Co., Ltd., agents for Hawaii.

The Oregon delegation of tourists now in the city will be greatly diminished this week, as many plan to return on the Alameda and Manchuria to the Coast. Most of the Oregonians have been here several weeks, some two or three months, and all are enthusiastic over the islands. Among those to leave are Mrs. Atkinson and daughter, Mrs. Orwin, Mrs. Lytle, Miss Lytle, Mr. and Mrs. Davies, Miss Arline Davies, Mr. Jennings, Miss Jennings. All hail from Portland.

# AN EXPLOSION IN BERETANIA PUMP STATION

(From Monday's Advertiser.)

A loud explosion shook the vicinity of Beretania and Alapai streets at 1:30 p. m. yesterday. The same instant a cloud of soot filled the air about the Beretania street pumping station, and a noise as of escaping steam followed.

A steam drum above the mauka boiler in the pumping station was blown up, presumably, according to the statement of the engineer in charge, from an accumulation of gas, emanating undoubtedly from a leak in the pipes feeding oil fuel to the furnaces.

The brick and cement work forming a jacket to the entire top of the two boilers in this portion of the building was demolished, and piles of bricks were thrown into the furnace room.

The force of the explosion, however, was confined to the boilers, which were strong enough in spite of the outward pressure to remain almost intact. The downward force of the explosion sent clouds of fire soot out into the furnace room, covering everything there under about two inches of the stuff.

The engineer on duty called for the remainder of the pumping plant staff, and all went to work at once to put the mauka boiler in shape so that water could be supplied to the portions of the city dependent on this plant for its uses.

An hour after the explosion, the engineer in charge, in answer to a question as to what he thought was the cause, replied: "We don't know yet, but surmise it was gas from the oil."

Since the plant was put in operation some years ago coal was used to generate power. About a month since oil was substituted for coal.

# MOLOKANS ARE LEAVING SOUTHERN CALIFORNIA

The Los Angeles Times has the following interesting article on the molokans (of Russia) who are to leave San Francisco on the S. S. China for Honolulu, and later to go to Kaula to settle on lands of the Makee Sugar Co.:

Leaders of the local Russians, after a meeting held last night at the home of Capt. P. A. Demens, on West Twenty-eighth street, stated that they have decided to leave Los Angeles. They say the will take with them almost all the colonists, and that the plan of settlement in Southern California is abandoned.

There will be an exodus of the Molokans from this city in a few days, when 100 families, representing 700 souls, will leave for the Territory of Hawaii.

The Russians will settle on Kaula, one of the western islands of the Hawaiian group, and will take up government land. The bewhiskered leaders of the large colony are glad, and all are said to be anxious to start.

The Russians do not want to go out of the United States, as they feel they express a desire to live beneath the Stars and Stripes, which to them is a symbol of liberty and protection. They would have gladly settled in Southern California, but this was out of the question, as the men had not the money to purchase sufficient territory for the hundreds of quaintly-dressed children of the Great White Czar.

United States Land Commissioner Pratt of Honolulu has spent a week in Los Angeles. He placed before the Russians the plan which they formally accepted last night. They will homestead the fertile acres, and will endeavor to prove up and become owners of the land.

## GOOD REPORT ON KAUALA.

Recently the leaders of the Molokans made the journey to Kaula and looked over the country with a view to settlement. The prospect was pleasing, they said, the climate good, and the opportunity encouraging. Like the two faithful spies returning from Canaan, they gave a good report.

The land, they said, will raise anything. Sugar cane, wheat, vegetables in abundance and almost anything else can be grown, and the hearts of the local Russians were made glad by the report.

Like little children the peasants danced in glee at the prospect of owning their own farms. They could not say enough for the generosity of the agent who told them Uncle Sam would

# JAPAN REACHING OUT FOR PACIFIC COMMERCE

(Mail Special to the Advertiser.)  
WASHINGTON, D. C., Jan. 29.—The plans made by Japan for extending her commerce show that the militant spirit she displayed in the late war will be in evidence in more peaceful pursuits. Nothing is more remarkable about the Oriental Yankees than the quickness with which they grasp Western ideas and apply them to their own conditions. Japan is situated to the Orient as England to the Occident and everything points to her intention to become a great manufacturing nation, a great commercial nation and a great carrying nation. Colonization and sea power leading to commercial supremacy seems to be her motto. In the course of his speech on the shipping bill Senator Gallinger intimated that unless the mail subsidy to the American line running from San Francisco to Australia was increased he had it on good authority that the service would be suspended.

This line, according to Senator Gallinger, not only performs the best service, but now receives the lowest compensation of all lines running to Australasian ports. The service is so swift and satisfactory that numbers of Australasian business men, even when bound to Europe, are brought en route to the United States. Since 1896 our exports to Australasia have increased almost 150 per cent, amounting to \$27,401,000 in 1904, which Senator Gallinger attributes "to the extraordinary efficiency and regularity of the ill-paid American steamship service out of San Francisco."

There is an apparently authentic report that Japan is reaching out for the Pacific mail steamers and has secured an option on them to be exercised unless the shipping bill passes. All familiar with the subject remember how the Pacific mail company has been compelled to exercise every ingenuity to meet the competition of the Canadian

trans-Pacific lines. It has even been said that the Pacific mail steamers work their ships almost to our ports with Chinese crews and then bring them in with American crews, paying the Chinese on smaller craft until the ship starts on her return voyage, when they are jacked up and worked to the Orient and back, when the same dodge is repeated. Under the Japanese flag there would be no such difficulty and the subsidies would be more liberal.

While the United States at the height of her prosperity is hesitating to spend a few million dollars in subsidies, Japan, fresh from the tremendous financial drain of the late war and with half the population and incomparably less resources, is reaching out with an open purse for steamship lines. Secretary Wilson of the Tokio Legation has sent the State Department the particulars regarding two steamship lines now being established between Japan and South America with which this country is so anxious to open up communications. The first is a Japanese enterprise called the Toyo Kisen Kaisha, which already owns the America Maru, Nippon Maru and Hongkong Maru, sailing between China, Japan and San Francisco, by way of Honolulu.

According to Mr. Wilson, two steamers of thirteen thousand tons each have been ordered by this company to be built at Nagasaki. The keel of one has already been laid and the two are expected to be completed within two years. Until they have their own steamers the company will employ chartered British vessels. It is expected that the new vessels, being so large, will be placed in the San Francisco trade and the three vessels mentioned will be run to South America. The route will be from Hongkong via Japanese ports to Honolulu and San Francisco, thence to Panama, Guayaquil, Callao and Iquique.

The company counts largely on Chinese passengers and goods for South America, especially Chinese laborers for the development of Peru, while nitrates for fertilizers and Peruvian sugar are expected to furnish the return cargo. Commenting on the possibilities of this trade, Secretary Wilson says: "It is not unlikely that an important commerce between Japan and the countries of South America may follow this opening of cheaper communication. The Japanese expect to find a market there for manufactured silk, matting, straw braid, straw hats, porcelain, fans, paper, matches, bamboo articles, lacquer-ware, wooden manufactures, etc. South American articles of export which would find a market in Japan are leather, hides, cotton, wool, nitrates, sugar, fodder and wheat. The starting of regular Japanese lines to South America indicates the far-reaching commercial enterprise of the Japanese and their determination to have a merchant marine of the first magnitude. With a large seafaring population, low wages, cheap coal and liberal government subsidies to steamship companies, the Japanese will reach out for a good share of the lucrative carrying trade of the world."

Evidently the Japanese believe that commerce follows the flag in peace as well as war.

**SEEK PASTORAL LIFE.**  
Business men of Los Angeles have interested themselves in the Molokans, almost all of whom settled, upon reaching here, in the vicinity of the Bethlehem Institutional Church. Much has been done to relieve their condition since their arrival. Members of the colony have found work in lumber yards, factories, and in private families. They have proved honest and capable. Owing to their inability to speak English and to their lack of experience in American ways, the colonists suffered many privations after reaching here. There was not a little sickness. Physicians and nurses gave them help, and though some died, scores were helped.

Driven from their native land because of fierce religious persecutions, their one desire was to reach America. Once in the United States their objective point was Los Angeles. Their great disappointment is that they could not settle somewhere in Southern California.

Because the plan of settlement in Southern California was not feasible, the leaders of the Molokans went into Lower California recently and returned with a good report.

The land is fertile and was reported suited to their needs, but a serious objection was raised on a religious point. A promising source of industry connected with the settlement in Lower California had to do with the raising of hogs. The Molokans do not eat pork and would not raise hogs. The plan for a colony in that section was therefore abandoned.

Their great desire is for pastoral life, away from a large city. Such a prospect they think they have found in Hawaii.

Some local friends of the Russians do not believe a majority will go to the island. Some members of the colony already are prospering in a way and are tempted to remain in hope of better things.

The tobacco farm at Hamakua has been run by the United States government now for three years, in an experimental way, and it has been shown that the soil and climate there are admirably adapted for the cultivation of tobacco. There is profit in raising tobacco at thirty cents a pound, according to Jared G. Smith, and yet Mr. Smith has been offered four dollars and a quarter a pound for all the Hamakua tobacco fit for cigar wrappers that he can raise. This offer was made by an expert who lately visited the Hamakua station. Indeed, experts who have smoked cigars made of Hamakua tobacco have pronounced them equal to the finest Havanas. This, it may be, is over enthusiasm—but the Hamakua cigars are undoubtedly very fine.

At all events, neither money nor time will be spared to demonstrate on the new plantation that tobacco culture on the Hawaiian Islands can be carried on successfully, and with the success of the plan will come the establishment of the production of another staple crop for the Territory. The day of dependence upon one industry will then be drawing still faster to its close. Of course sugar is not to be overlooked, nor even to yield first place, but there is a large and growing element that is disinclined to continue to be dependent, as heretofore, upon one product. There is homely wisdom in the old adage not to put all the eggs in one basket.

E. V. Richardson will be sentenced by Judge Lindsay today.

# ATKINSON IS AT HOME

(From Saturday's Advertiser.)

"I will not see the Governor until tomorrow morning," said Secretary Atkinson, whizzing up Nuuanu street last night in the Governor's automobile shortly after the Alameda came into dock. "Then we will see what is to be done in the matter of getting on the lid."

It is understood, by the way, that the transfer of authority from the Governor to the Secretary as Acting Governor will be made early today. The letters have been prepared, and it only remains for the Governor to sign his notification to the Secretary that he has been disabled, and for the Secretary then to take charge and notify the Secretary of the Interior at Washington that he is acting for the Governor.

## COMPLETE BOND SALE.

"It was a wise move on the part of Governor Carter to delay signing the letter of notification to me to take charge until the bond transaction had been closed up," went on the Secretary. "You see, the contracts, the final agreements, in the last sale of bonds should be signed by Governor Carter as Governor and by Treasurer Campbell. That would complete the transaction without any hitch. If it were to become necessary for me to sign, then the record would become involved, they would have to have copies of my commission and all the rest of it, and in effect the whole thing would have to be gone over again. With Carter's signature to the agreement, all this will be avoided. After this matter is closed up, the Governor can do as he likes or as his physician directs.

"Speaking of the bond transaction, Treasurer Campbell did some remarkably good work for the Territory in that matter. He made a good sale, closed it up quickly and gave the easterners another impressive demonstration of the fact that the credit of this Territory is first-class.

## ROBINSON CASE.

"I was in Washington when the appointment of Judge Robinson was under consideration, but did not get my letters until after the Department of Justice had been advised by mail. So I had nothing but the press dispatches to go upon when the President and Attorney General Moody spoke to me about the matter. Naturally I assured the President that Governor Carter was all right. The Attorney General went very fully into the matter, of course, considering Judge Robinson's long service and weighing all the circumstances of the case, and you out here know the result. But the appointment of Judge Robinson was in no sense a snub to the Governor. The President and the Attorney General credit the Governor's motives, but did not see this matter in the same light that he did. That is all.

## THE LABOR PROBLEM.

"Of course I am glad to get home again, although I did have a tremendously rough trip. The wind at times blew not less than one hundred miles an hour. And I am sorry to have missed that trip to the Azores and Europe. I had some splendid personal letters from President Roosevelt and Secretary Root. No man could have asked for better words than they wrote for me. I believe that I would have secured the labor I was after, too. But there is one thing the people here must make up their minds to, the planters that is. There will be no admission of Chinese laborers. The President has put his foot down upon that. And a leading planter is even now gone to Washington to try to get some Chinese admitted. But it will not work. Another thing. The laborers that we get must be domiciled as self-respecting men are, must have their own homes. This is absolutely essential. I am and always have been opposed to the barracks system, and people who are capable of becoming American citizens will not submit to it.

"This labor fight is the fight for Americanization, and I believe that Governor Carter and I are on the right track, and that we can settle it if they will give us a chance. Anyway, the other fellows have failed. We must make up our minds in this country that the little fellows must have a say in affairs, as well as the big fellows, and when we reach that point we will be on the right road. There is no future for Hawaii but an American future."

Governor Carter's condition was unchanged last night. He will receive Secretary Atkinson this morning, and those two will discuss the Governor's future movements.

## GREAT TREE PLANTING ON ISLAND OF HAWAII.

David Haighs, field foreman of the forestry division, Bureau of Agriculture and Forestry, returned from the Island of Hawaii yesterday after an absence of eighteen days. At the request of the managers he visited Paauhau, Honoumuli and Pepeeke sugar plantations, to lay out schemes of tree-planting upon these plantations.

"They are planting trees chiefly for firewood," Mr. Haighs said last night.

"At Paauhau, also at Honoumuli, a strip of woods is to be planted along the beach to protect the cane from the salt spray. Mostly ironwood will be planted at the beach. In other parts it will be black wattle, if we can get it to grow.

"I was also in Waimea, on the Parker ranch, getting information for the board. Twenty-five thousand trees have been planted there within the past two years."

H. Vickers, of Hilo, is investigating the pineapple canning business as carried on on Oahu, acting on behalf of the Hilo Board of Trade.