

# KAHN APPEALS TO LOVE OF THE FLAG

### Urges Honolulu to Put Up With Inconveniences Regarding Lack of Shipping.

### PATIENT AND PATRIOTIC

### Coastwise Suspension Agitation Hurts Ship Subsidy Cause, He Says.

(From Saturday's Advertiser.)

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"Abrogate the coastwise law and you probably would get from twelve to fifteen more sailings a year over the Japanese line, a line subsidized by its own government for \$1,200,000 a year.

"You can afford to be patriotic and take an American steamer even if it is a little smaller, and even though the accommodations be not so sumptuous as the others.

"I say to you be patient—you have more service now than you ever had. You are not missing very much under the coastwise law. You must meet the situation as cheerfully as you can. Be patriotic to your flag."

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Advising Honolulu to be patient and wait for steamer accommodations until the government could pass a ship subsidy law so that there would be a certainty of more American steamers for Honolulu, Congressman Kahn made a plea before the chamber of commerce yesterday against further agitation for the suspension of the coastwise law, saying that it hurt the efforts of those who advocated subsidy and a greater American merchant marine.

Mr. Kahn said that the duty of the people in the Islands was to be patient and wait for the flag to come on ships. He said that at one time he waited in New York for a ship which flew the American flag just to show his patriotism. San Francisco at times could get no Pullman accommodations out of San Francisco for days, and if they could afford to do that, Honolulu could just as well afford to be patient when there was a lack of steamer accommodations.

Mr. Kahn forgot to mention that Pullman trains pulled out of San Francisco several times a day and mail steamers left this port for the mainland only once in a while.

Mr. Kahn was also positive that all those who traveled on foreign steamers, when it was a case of sickness or death on the mainland which called them, had had the fine of \$200 remitted by the treasury department.

### Always Room, He Is Told.

Mr. Kahn also made the positive statement that he had learned from the steamship agents and had been given "absolute figures" to show hardly a single instance when all the accommodations had been taken on their coast-bound steamers, adding that rarely has such an occurrence been cited. Mr. Kahn must have been misinformed, as there have been many times when dozens of people have been left behind when a steamer left port because no additional accommodations could be had for love or money, even when the officers' quarters had been bought by passengers who had to get to the mainland.

Mr. Kahn, however, made an able and patriotic argument in behalf of a larger American merchant marine, and asked that the Islands support the ship subsidy movement as far as practicable, for he said he was in the fight to win, and the fight would be won.

He said in opening his address, after being introduced by President Spalding of the chamber of commerce, that he was particularly pleased to speak before a body of representative business men of Honolulu.

"In the early life of the American Republic the American flag was seen on every sea," said Mr. Kahn. "The clipper ships sent out from New England were the great promoters of trade in the early part of the nineteenth century, and up to the very beginning of the Civil War the ships of the United States maintained their prestige throughout the world. The privateers that were fitted up in England by the Confederate government drove our ships off the ocean, and we have never been able to regain the lost ground. We pay annually to the owners of foreign built ships in the neighborhood of \$250,000,000 for the carriage of American-made goods, to the nations of the world. That sum is taken right out of our circulation.

"There are only nine American ships of the first class crossing the Atlantic and Pacific Oceans.

### Terrible Commentary.

"It is a terrible commentary upon our lax legislation, but we of the seaboard country have faith that the day is not far distant when congress will enact some legislation that will make it possible to put American vessels of the first class again upon all the seas. In 1891, on March 3, a law was passed by congress and approved by the President that was intended to help some small lines and put them back upon the seas. That law provided for two dollars per mile rate on the outward voyage for vessels that would be constructed to participate in the over-sea trade and would carry the American mails to the ports in which they obtained the contracts. It resulted in the building of a line on the Atlantic, the American line, and the Australian line and one to

Tahiti on the Pacific. The four American ships that were put on the seas were in their day the best ships afloat— including the City of Paris and the City of New York. They were taken for coast cruisers in the Spanish War on the Yale and Harvard, but no new steamers have been added in the meantime by this company. The ships have never been profitable. The Australian line, after having had a run of three years under that law, was almost \$3,000,000 in debt and had to be taken off.

### The Reason Why.

"Now, one of the prime reasons why American ships can not compete in the over-sea traffic with foreign ships is the large increase of cost that the American ship stands for when it is prepared for its first run even. The Pacific Mail company even with its cheap Chinese crew, gets no subsidy from our government, and Mr. Schwerin has told me repeatedly that those vessels are run at an absolute loss month after month and year after year. He has stated to me that if it were not for the railroad connections it would be impossible to keep these ships afloat. They simply act as feeders to the railroad company. He has contended that right from the start they have had a dead loss with those vessels, and, as a matter of fact, those vessels were constructed because they believed that congress would ultimately pass some legislation along the lines of the Hanna-Payne bill, which, in my judgment, is the best bill that has been offered to rehabilitate the American merchant marine. Only because people believed that the bill provided for putting money into the hands of Harriman and Hill and Spreckels and others, was the bill killed. We are not discouraged and we are going to keep up the fight and we are going to win the fight.

"We are depending upon you in Hawaii to throw us difficulties in the way and to help us with your patriotism and your devotion to the American flag.

### The Coastwise Law.

"We have heard in Washington and here of your desire, or the desire of some of you, to abrogate the coastwise law between the mainland and Hawaii. When the agitation was first started I made a statement before the committee that American capital was being invested and that before long additional ships would be put on the run giving the people an opportunity to travel back and forth at more frequent intervals. That was before the Wilhelmnia, the Lurline, the Honolulu had been built and before the Sierra had been converted into an oil burner for service to Honolulu. That was only a beginning.

"It has been claimed that the carrying of passengers has only been incidental to the running of these ships, that they depend for their profits upon freight. If that were the case you would not have to put as much money into them as you have done. Freight boats only require ten knots and not seventeen knots as do the passenger boats. Abrogate the coastwise law and you probably would get from twelve to fifteen more sailings a year over the Japanese line, a line subsidized by its own government at \$1,200,000 a year. These Japanese vessels carry the cheapest crews that run into any port of the United States.

### Appeal to Patriotism.

"You can all afford to be patriotic and take an American steamer, even if it is a little smaller and even though the accommodations are not as sumptuous as the others. I went to Europe once and I could have taken any boat running out of New York, but I chose an American line, believing in the up-building of the American merchant marine and felt it my bounden duty to patronize an American boat with the American flag flying over it. I say to you, be patriotic. You have more service now than you ever had. You are not missing very much under the coastwise law. We of the Pacific Coast have no desire to hinder the development of the Hawaiian Islands. On the contrary we want to see them developed to the fullest extent. There is much Pacific Coast capital invested here. Whatever helps to build up this country helps to build up the mainland. You buy from us and we buy from you."

### Principle of Protection.

Mr. Kahn spoke of the protection policy as the bulwark of the nation and that a difference of opinion on this policy has been the reason for the split in the Republican party. He believed the principle of protection to be right. He spoke of Californians being opposed to protection policies, but when their own lemons were included in their opposing views, then they wanted protection for not only lemons but all citrus fruits. The principle of protection applied also to American ships.

"It is even stated now," he continued, "that Mr. Morgan will take over the Pacific Mail line. I believe that will be consummated. If with Morgan people take hold of this line I am satisfied they will do as they have been doing on the Atlantic. They will put on big ships. I believe the building of the canal will revolutionize the commerce of the Pacific. Mr. Bates has organized a company to run steamers from New York to San Francisco through the canal. It will be coastwise trade. They cannot get any competition from foreign ships, and this will stimulate more American shipbuilding.

"I have heard complaints that sometimes your people have to stay over one or two steamers because they cannot get accommodations. The ship owners have given me absolute figures to show that not a single instance can be cited where there have not been accommodations between here and the mainland. Rarely, anyhow, is such an instance cited. Dozens of times people in the United States have not been able to leave for Europe because there were no accommodations on the steamers, and have had to wait three and four weeks for their steamers. I have had to wait over a week at San Francisco to get Pullman accommodations. So you see you are no exception. You must meet the situation cheerfully. If you make up your minds to stand by the American flag and help out American shipping and perform a patriotic duty on behalf of the American line, I apprehend you won't have to wait very long before you will get increased accommodations and the cause of complaint will be removed."

### PILES CURED IN 6 TO 14 DAYS.

PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded.—Made by CARIS MEDICINE CO. St. Louis, Mo.

# OFFICERS OF PROVINCIAL ASSEMBLY ARE BEHEADED QUICKLY—MISSIONARIES SAFE



A STREET SCENE IN CHUNGKING. This city is built along the River Min, a tributary of the Yangtze, the street pictured above being along the river wall.

## Execution of President and Vice Reported as Premature.

PEKING, China, September 16.—Although the Szechuen provincial assembly has petitioned the government to restore to their places the president and vice-president of the assembly, on the ground that they are not implicated in the rebellion now in progress, the Imperial authorities find themselves unable to comply, as the two alleged ring-leaders of the revolt have already been beheaded.

### No News Good News.

It was stated here yesterday that the 7,500 missionaries and their followers in the Province of Szechuen are probably safe. No direct word has been had from the American missionaries since they left Chungking.

An imperial edict was issued yesterday ordering General Tsen Chun Sun to suppress the revolt in the Province of Szechuen.

## AEROPLANE MAIL ROUTE AUTHORIZED

WASHINGTON, September 16.—Postmaster-General Hitchcock yesterday authorized the establishment of the first aeroplane mail route ever started in this country. The proposed route will be from the Brooklyn, New York, postoffice to Nassau boulevard in Long Island City.

## RICE FAMINE THREATENED.

MANILA, Philippine Islands, September 15.—A rice famine is threatened here. The price is the highest on record.

## LOSS TWO MILLIONS.

CATANIA, Sicily, September 15.—It is now estimated that the loss from the Mount Etna eruptions will reach two million dollars.

## TOGO WELCOMED HOME.

TOKIO, Japan, September 15.—Admiral Togo arrived here today from his world tour and was warmly welcomed home.

## AIR BRAKES SAVE A KOREAN'S LIFE

The air brakes on the King street cars did their initial life saving work last night at half-past eight when car No. 53, westbound, at Kalihii was stopped within a few feet of an unconscious Korean stretched across the track near Slaughter House lane. The man, who was riding a bicycle, was ridden down by a horseman and left on the track and the motorman barely saw him in time. He would have run over him had the old method brakes been in use. The Korean was taken to the hospital where it was found that he was suffering from a wound in the head. He will probably recover.

## PLENTY OF WORK FOR LOAN MONEY

Belt roads on the different islands, sewer and waterworks construction in Honolulu, breakwater work in Hilo and harbor work in Honolulu, together with school and other buildings to be constructed from the money obtained by the bond issue, will make a great hole in the million and a half of gold which was brought by Treasurer Conkling, even before the first of the year.

Many projects have been awaiting until the money was available for them, bids not being advertised for until it was known at what time the money would be on hand, the water and sewer plans for Honolulu being the first on the list to be asked for from the contractors.

In all the islands certain of the work which is to be paid for from the loan fund has already been contracted for, and it is stated that the capital that by the first of the year a large part of the loan will have been spent, and that by the end of the present fiscal year there will be nothing on hand from it.



RIVER SCENE AT CHUNGKING. It is this point on the Yangtze, in the disturbed Chinese Province of Szechuen, to which the various gunboats of the Powers are ordered.

## PLAYING A WAR GAME AT NIGHT

Naval Tug Dodges Searchlights Off Diamond Head for Long Time.

(From Saturday's Advertiser.)

A night "attack" on Honolulu was made last night by the United States naval tug, commanded by Chief Gunner Babson, who believes that he successfully evaded the great shafts of the Diamond Head searchlights operated under the direction of officers of the coast artillery corps of Fort Ruger.

Leaving Honolulu harbor at seven o'clock and taking a south by west course the Navajo started in the direction of Molokai, keeping well off Diamond Head, and was first brought into the focus of the light located on the Ewa side of Diamond Head just at eight o'clock.

This light was soon lost and the boat was not picked up again until the tug commander finally sent up a red rocket to indicate his position. Then two searchlights were swung around in great arcs and finally picked out the tug, on which the two great orbs were directed, one holding the vessel until well off the harbor.

This is the first act of the "war game" which the army is starting, to be followed up next week by the firing of the great mortars in Fort Ruger.

### First in Game.

The tug Navajo has the honor of being the first regular navy vessel, although not a warship, to participate in the actual demonstration of the power and value of the searchlights which the army has installed in Diamond Head.

Chief Gunner Babson notified the army authorities that he would leave Honolulu harbor between seven and eight and that they could be prepared to pick him out any time between eight and nine o'clock. The Navajo plunged into a rough sea and head winds shortly after leaving the vicinity of the anchorage grounds and the tug pitched and rolled. The captain held to a south course persistently.

Just at eight o'clock a great shaft of light shot straight out from the side of Diamond Head on the town side of the lighthouse. The shaft shot over the tug, the white light illuminating the sea and the farther end seemed to drift away into the clouds. Once, twice, thrice it shot hither and thither and then fixed its sharp light directly upon the tug, which it held for a minute or two.

Meanwhile the captain of the navy boat swung his vessel off and taking an eccentric course, finally got away from the light. After that he steamed again toward Molokai. The beam of light was again unhooded and shot toward Honolulu, skirting the shore and lighting it up with ghostly clearness.

### Signal Position.

Then another shaft pierced the darkness from the Koko Head side of Diamond Head. The two beams crossed and recrossed, now illuminating the clouds, now skimming the waves. The Navajo swung here and there and then slowed down and waited to be picked up. Finally Captain Babson blew the deep-toned whistle several times and shot up a red rocket to indicate that he was still out at sea, possibly four miles from the searchlights, and was where he could have been blazing away at the forts along the beach had the Navajo been a warship with heavy guns.

The tug then retraced its course toward Honolulu and when about abreast of the lighthouse at Diamond Head the two searchlights picked up the tug and held it. It looked as though Mars himself had turned his night war glasses upon the cruising steamer and held it just so that he could have dropped shells from the mortars directly upon the deck of the boat.

On Tuesday morning the Navajo will tow a target raft past Diamond Head, using a four-hundred-yard towing line. The gunners at Fort Ruger will fire fourteen projectiles at the target that day and fourteen the next.

Congressman Kahn will be present at nine o'clock Tuesday morning, when the practice begins, and at noon he will leave for Hawaii, missing the second day's practice. On Monday he will make an inspection of Fort Ruger, its barracks and new buildings, in the construction of which he is deeply interested.

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# DOUBLE TRAITOR FOOLS THE POLICE

### Confesses Plot to Assassinate Premier Stolypin, Then Carries It Out.

### CHOSEN AS GUARD TO CZAR

### Fails to Kill Emperor Fearing Demonstration Against the Jews.

ST. PETERSBURG, Russia, September 16.—Developments following the attempted assassination of Premier Stolypin, who, it is reported, will probably recover from his wounds, discloses one of the most remarkable stories of the inner circle of the Russian revolutionists which has ever been written.

Dimitri Bogroff, the lawyer who fired the shots at Stolypin in the theater at Kiev Thursday night, is proved to be a double traitor, one to both the social revolutionists and to the secret police.

### Confessed to Plot.

To Inspector Knliabso of the political police Bogroff had betrayed his comrades of the social revolution, giving the details of the plot to assassinate the Premier and stating that he had been chosen to kill Stolypin.

He later assisted the police with information which was considered of importance in guarding the czar, Nicholas II, and at the request of Inspector Knliabso he was admitted to the theater Thursday evening to help guard the emperor.

### Secures Opportunity.

It was practically as a member of the political police that Bogroff secured the opportunity to desperately wound the premier.

Bogroff is reported to have declared that he had intended to assassinate a higher official, meaning the czar, but that he did not do so because he feared an anti-Semitic demonstration would follow the deed.

## THRILLING RESCUE WORK IN FLOODED STREETS OF CITY

PITTSBURG, Pennsylvania, September 16.—A cloudburst on the Monongahela River flooded the streets in the suburbs yesterday and did damage estimated at \$500,000.

In the streets of Etna, a suburb, the water was twelve feet deep in some of the streets and the firemen were forced to form a ladder bridge to rescue twenty-five persons from a precarious location in a semi-submerged building.

Along the river front 200 steel workers hung to rafters for hours before they were finally rescued by boats. No fatalities, however, are reported.

## STRONGEST DEFENSES IN WORLD FOR CANAL

SAN FRANCISCO, September 16.—Brig. Gen. Arthur Murray, Coast Artillery, yesterday assumed command of the Western Military Division, with headquarters at the Presidio.

General Murray yesterday predicted that the army defenses in the Panama Zone for defense of the canal would eventually be the strongest in the world.

## PRESIDENT TAFT DEFENDS PURE FOOD EXPERT WILEY

BEVERLY, Massachusetts, Sept. 15.—President Taft today issued a statement in which he strongly upholds Dr. Harvey W. Wiley, chief of the federal bureau of chemistry, who has been charged with irregularity and misconduct in office over the employment of a paid expert.

## GOVERNOR'S PARTY ARRIVES IN HILO

HILO, September 15.—Governor Frear, Land Commissioner Judd and Attorney-General Lindsay arrived last night. The two former are quartered at the Hilo Hotel, while the latter is staying at the residence of his brother, Manager Adam Lindsay of the Hilo branch of Davies & Co. The officials spent a great deal of time in Kan looking into the land problems. They will be the guests of the board of trade at a luncheon which will be given this afternoon at one o'clock at the Hilo Hotel.

## TEETHING CHILDREN.

Teething children have more or less diarrhea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. For sale by all dealers. Reason, Smith & Co., agents for Hawaii.

## EARTHQUAKE IN CHILE.

LIQUIQUE, Chile, September 15.—Earthquake shocks today cracked walls and several buildings and a number of persons were injured.

## FLYNN WINS DECISION.

NEW YORK, September 16.—In the match fight between Flynn and Morris here last evening the former was given the decision.