

JAPANESE BATTLESHIP PURSUES SHIP TO LINE

Revenue Cutter Thetis, Acting As Umpire of Chase, Orders Wardog of Mikado Back From Neutral Waters

(From Monday Advertiser.)
The sudden appearance in these waters of the German auxiliary schooner Hermes, yesterday afternoon, following closely upon the arrival, capture and destruction of the German schooner Aeolus; a dash for the prize by the grim battleship Hizen; the intercepting of the warship by the United States revenue cutter Thetis, when the Hizen approached dangerously close to the three-mile limit, and the final safe haven in the harbor made by the Hermes—this made up a chapter of sensational incidents yesterday, which again brought Honolulu to the fore as a "war center."

CUSTOM HOUSE IS NOTIFIED

"Another German schooner—same type as the one blown up and burned last night—is heading in. Now about ten miles off Diamond Head. Japanese warship has changed her course and is heading for her under full steam."

Thus the news which electrified the waterfront Sunday was flashed to the custom house by Captain Nielsen, who maintains his lonely vigil at the lookout station at Diamond Head, shortly after one o'clock yesterday afternoon.

About an hour later another message announced that the vessel, which proved later to be the German schooner Hermes, from the Marshall Islands, had arrived well within the three-mile limit, was hugging the shore and would be in the harbor within a few hours.

GREAT EXCITEMENT IN CITY

The report of the second German schooner in these waters and her possible capture by the Hizen, following so closely upon the capture and destruction of the Aeolus, on Saturday night, created intense excitement in the city.

From Diamond Head the little schooner could be seen bowing along, her gasoline engines working at high speed, while the battleship Hizen was seen to change her course from the patrol she has been making off the harbor and at high speed, the waters dashing over her bow, bear down upon the little refugee.

Two launches from the Hizen were ahead of the battleship, also running at top speed in the direction of the Hermes.

THETIS TAKES HAND IN GAME

The United States revenue cutter Thetis, Captain Brown, which arrived here on Saturday, by orders of Collector Franklin, to maintain the neutrality laws, took a hand in the game at this juncture and when the warship arrived at what is presumed to be the three-mile limit she was signalled by the Thetis and ordered back.

The Hizen and the two launches turned slowly and returned to the position they have been holding for the past two days—about due south of the harbor entrance.

It was a thrilling escape and a narrow one. In the mean time the little schooner rounded Diamond Head and bowled along off Waikiki with the German flag flying proudly at her foremast.

She was boarded off Kakaako at two-thirty o'clock by Boarding Office Reeves and Doctor Sinclair.

"PRETTY CLOSE SHAVE," SAYS SKIPPER

"Pretty close shave, but we made it all right," said Captain H. A. Schmidt, as he smiled and gazed over the waters toward the grim battleship that stood in the offing about six miles to the south and which came so near capturing his craft.

Nor has this been the only narrow escape the Hermes has figured in during the past forty days. On September 10 she carried a doctor from Jaluit, in the Marshall Islands, to Nauru. Three hours and twenty minutes before the Hermes arrived at the latter port, the Australian battleship Melbourne departed from Nauru.

Seemingly unmindful of the danger he just escaped, Captain Schmidt told the story of his adventurous voyage from Jaluit early in September.

STORY OF CAPTAIN SCHMIDT

"We left Jaluit on September 15," said Captain Schmidt, aboard his trim and yacht-like schooner. "From there we took a government physician to Nauru to some persons who were badly in need of medical attention. Upon our arrival I learned that the Australian cruiser Melbourne had left the port only a few hours before us. After landing my passenger I waited until dark and quietly slipped out of the harbor and shaped a course for Honolulu.

"During the forty-one days that we were on the voyage I sighted nothing but kept a close watch both day and night. We were off Molokai last night and I kept well in shore, having a fair knowledge of what neutrality laws are and knowing that no harm could come to us as long as we were within the three-mile limit. We crossed the Molokai channel yesterday morning.

BATTLESHIP IS SIGHTED NEAR OAHU

"As we neared Oahu I sighted the warship off this port. I could not make out her nationality. I knew, however, that she was not an American on account of her masts. I thought she was British. It was then that we began to worry. I gave orders to my engineer, George Kramer, to crowd on all speed possible and make a dash for the shelter of this island. I saw the battleship heading for us and kept on going. The space between us and Oahu kept growing shorter and then I saw the warship change her course. I knew then that we were well within the three-mile limit and continued on our course around Diamond Head in safety."

This was the story told by the hardy skipper of the Hermes, who refused to take credit for his escape, and said his safe arrival was due to "just luck."

HERMES A TRIM CRAFT

The Hermes presented a pretty sight as she came into port with her flag still flying at the masthead. A cheer went up from the crowds on the waterfront and from the sailors aboard the German cruiser Geler as she passed the lighthouse and docked at quarantine wharf.

The vessel is an spick and span as a millionaire's yacht. There is not a sign of dirt or disorder about her anywhere. From her rigging to the oar fittings of her cabin she shows that she has been in command of a man who has taken much interest in his craft.

SOLDIERS BATTLE With Strong Undertow FOR THEIR LIVES

(From Monday Advertiser.)
While the troops of the First Hawaiian Brigade were camped at Kawailoa, near the north end of the island, a few days ago, the army came near paying toll again to the strong undertow of that coast.

A tragedy was averted by the skill and bravery of Private Louis Miller of Company M, First Infantry, who swam out in a heavy surf to the assistance of Private Armstrong, Company I, of the same regiment.

Miller carried a line out to the man, who was almost exhausted from his struggle with the waves, and while Armstrong was pulled ashore by willing hands, Miller remained out in the water pending the rescue of two other soldiers who had gone to Armstrong's assistance, and had themselves been carried out by the undertow.

This time it was Private Steger of Company C, First Infantry, who swam out through the surf and the undertow and carried the life-line to the two baffled rescuers, and as the three men were pulled in to safety, Miller swam in unaided to receive the congratulations of his fellow soldiers.

Another soldier from the Twenty-fifth Infantry, who attempted to swim out, was caught in the undertow and while unable to extricate himself was thrown over by a big wave and knocked unconscious. The wave, however, washed him ashore, and he was dragged out of danger and revived.

New and still more serious aspects to the war situation as it is being presented here in capsule form, arose yesterday when it became known that Japan is to be called upon to explain her alleged violation of this country's neutrality law and its regulations governing immigration.

While Japan as a nation is saddled with the breach of the neutrality law here, Captain Kawanaui of the battleship Hizen, now off post awaiting the departure of the little German cruiser Geler, is regarded as the one under whose direct order the alleged violation was made.

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Neutrality and Immigration Laws May Have Been Violated

DOUBT QUESTIONS ARE INVOLVED IN AEOLUS CAPTURE

Transfer From Hizen To Steamer Locksun of German Prisoners Raises Problems

DID JAPANESE COMMANDER INFRACT AMERICA'S RULES

Collector of Port Finds Himself Enmeshed in Web of Serious Issues

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CRUISER IN TRAP REMAINS AT DOCK

Protests of Japanese Against Repairs To Geler May Have Been Overruled

(From Monday Advertiser.)
An answer to the protest made on behalf of Japan by Consul Arita, against the presence of the German cruiser Geler, may be delivered this morning by Collector of Port Franklin, who spent several hours of the afternoon yesterday in a conference with Rear Admiral Moore and Deputy Collector of Customs Raymer Sharp.

Important cablegrams were received from Washington late Saturday night, it was said, making the conference necessary. While those taking part in this conference remained absolutely silent on the subject matter under discussion, it was learned from other sources that it was with reference to the protest of the Japanese.

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ENGLAND WILL NOT SEIZE OUR COTTON

American Ambassador Notified That Cotton Shipments Not Considered Contraband

(Associated Press by Federal Wireless)—Sir Edward Grey, British minister of foreign affairs, has assured American Ambassador Page at London that England does not intend to interfere with shipments of cotton from the United States as contraband of war.

Ambassador Page yesterday called the state department that the British steamship Camperdown, laden with American cotton products, which is now detained at Storoway, in the Hebrides Islands, is not held on account of the manifest, but owing to a disagreement between the owners and the charterers of the vessel.

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