

No Wonder Marriage is Hard



for young men to face, when they tackle the clothes question on custom tailor quotations. The money wasted in that way would help furnish the flat. But there is a way out nowadays, through the Stein-Bloch gate.

Before ordering the ceremonial outfit, try a consultation with us. We tell you the STEIN-BLOCH Smart Clothes for such doings are better shaped and better made than the merchant-tailor made things. You may be surprised; when you try them on, you will be convinced. And the saving will be at least 50 per cent. Ask us for this Right.



M. McINERNEY, Ltd.

MERCHANT AND FORT STREETS.



COPTIC ARRIVES FROM THE COAST

The O. & O. liner Coptic arrived in port yesterday afternoon and docked at the Hackfeld wharf at about half past four. Although she left San Francisco an hour before the Sierra the Oceanic boat beat her by about ten hours. The Coptic however, was ahead of her schedule which is slower on account of the slow Gaelic which acts as a drag on the entire line. On the trip up about three weeks ago the Coptic had another brush with the Sierra and was beaten by only three hours and twenty minutes.

The steamer's rails were lined with passengers as she came up to the dock and as soon as the gangplank was raised they hurried ashore to avail themselves of as much time on terra firma as possible. The Coptic has a good cargo of freight for the Orient being down over her waterline mark and within a foot of the Plimsoll. In this connection a local official of the Pacific Mail and Occidental & Oriental companies denied a persistent rumor that the withdrawal of the Gaelic meant the removal of all the British liners. In answer to reports that the O. & O. boats were carrying practically no freight and that all the business was going to the big mail liners he said, "That story is not true. All the O. & O. steamers have been taking large cargoes. Of course much of the stuff shipped from the Orient is light and so the ships are often not down to the painted waterline but as stuff pays according to the room it takes that is no indication that the line lacks business."

The Gaelic is to be withdrawn on account of her slowness which is a handicap to the whole line and there is no necessity for a boat in her place as the Pacific Mail Company has an extra boat that fills up the gap in the schedule.

Several passengers from the Coptic will stop over in Honolulu, continuing their journey on a later steamer.

Among the interesting passengers aboard is Mr. Wu Chaochu, the son of Wu Ting Fang, lately Minister from China at Washington. The minister was noted as a progressive man and a brilliant scholar and his son inherits these qualities. He is returning from an Eastern school where he has been pursuing his studies. Mr. Edward Cuecel is a young man who started his artistic career on San Francisco papers and thence went to Paris for study. He did illustrating for Parisian weeklies and then was called to take a position on the great Berlin illustrated paper the Illustrate Zeitung. He has made a great reputation on the continent and practically revolutionized the system of the German illustrated papers. He has been helped in his work by men high up in German court circles and was the artist who covered the coronation of King Edward for the German paper. Mrs. L. Ringer is the wife of the O. & O. company's general agent at Nagasaki. She is accompanied by her daughter who has just finished her school work in the States. George E. Nesom and wife are on their way to Manila where Mr. Nesom has been appointed assistant chief of the Bureau of Agriculture. A large party of mining men are on their way to the Koba mines. Mr. W. D. Bostick and wife and Charles Tedder and wife are missionaries bound for Shanghai. Count H. de Montaigne is a European tourist on a tour around the world. C. D. Clarke and wife of Chicago are making a tour of the world.

PHILADELPHIA, Sept. 1.—After having girdled the globe twenty times, Captain D. H. Rivers has reached here from Yokohama and Hawaii in the clipper ship A. G. Roper. He brings 61,000 bags of raw sugar. The veteran skipper has sailed around Cape Horn fifty times. He expects to course the seas for many years to come. Captain Rivers began at New York the voyage just ended here. He reached Yokohama on February 18 last, took aboard a Japanese pilot and went in under full sail in the wake of two steamships. The American skipper did not suspect there was any outbreak of hostilities between Japan and Russia until a shot from one of the forts whistled across his bow. A Japanese dispatch boat came out and piloted the clipper clear of the mines which had been laid in the harbor. Two Russians were in the crew of the clipper. The doggedness of the Japanese pilot in going into the harbor without waiting for a dispatch boat afterward convinced the Americans that the Japanese pilot had intended to sail over a mine and blow the two Russians to kingdom come. Captain Rivers says it is the general opinion in the Far East that trouble between Japan and the United States over the Philippines will soon follow naturally in case the Japanese whip the Russians.

JAPANESE SAVE CLIPPER SHIP

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SIERRA BRINGS A LARGE CROWD

The Oceanic liner Sierra made port early yesterday morning with a very heavy passenger list, seventy-one being for this port. She sailed from San Francisco at 2 o'clock September 8, one hour after the departure of the Coptic, but the latter vessel was overhauled the first day out. Seven days' mail was on the steamer and 840 tons of freight for this port. She sailed for the Colonies last night at 12:15 a. m.

Among returning Honoluluans were C. C. von Hamm, coming home from a business trip; E. M. Boyd of the Hawaii Promotion Committee and T. K. James of the Clifton.

A. R. Gurry of the local Underwriters returned from a business trip to San Francisco. Mrs. Judge Gear has been visiting her home in California.

E. J. Waterman has been on a vacation. W. G. Cooper, cashier of the First National Bank, returned from the Bankers' conference.

R. W. Perkins was a delegate to the International Photographers' Congress at the World's Fair.

E. A. McInerney returned from the States where he placed his daughter in school. Captain C. J. Campbell of the Wilder's ship chandlery returned accompanied by his wife.

Mrs. F. W. Beardslee, wife of Architect Beardslee, returned from a visit on the coast. Mrs. Dr. Davis of Ewa was an incoming passenger. She has been visiting her son, R. Menees Davis, who is a student at Cornell University, also the St. Louis Exposition and other prominent points of interest in the East.

W. A. Love and bride returned from San Francisco. Purser Walton of the Sierra is in New York on a business trip and Purser J. E. Short of the Mariposa is taking his place this voyage.

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MUTINY ON SUGAR STEAMER

NEW YORK, Aug. 26.—Two interesting stories drifted into this port in the wake of the American-Hawaiian ship Alaskan and the British vessel Angus, both of which are moored at adjacent docks near Tasker Street.

One was a tale of a midnight run into Japanese waters under the nose of a Russian warship, while the other was a sensational recital of starvation and mutiny told by two sailors and immediately followed by denials from the ship's officers.

The Alaskan came to Philadelphia from the Sandwich Islands, where it took on a cargo of 15,000 tons of sugar. John Kruger, assistant engineer, and Alexander Hensen, an oiler, left the boat immediately upon its arrival. Then they related the story which has since aroused the ire of the captain and his officers.

The sailors declared that the Alaskan was out 128 days, during which time they had nothing to eat excepting salt pork and coffee.

SAYS CREW REVOLTED. "Captain Nichols had never handled a steam vessel," declared Kruger, "and at one time the crew of fifty-six men threatened him. There was a constant turmoil about food which fairly bordered on mutiny."

"As a result of this all the crew excepting the chief engineer quit the ship upon its arrival here because of the ill-treatment they received while coming around the Horn. Besides this the meat was slowly rotting and there was no doctor aboard."

C. M. Nichols and his first officer indignantly denied the truth of these assertions. They declared that only eleven men had left the ship, and that none of these had lodged any complaints.

As to the charge of starvation, they said that this probably arose from the fact that the machinery of the refrigerator was out of order and they had to use salt meats altogether. There was enough to supply the hunger of all on board, they averred, and plenty left over. They said they heard no complaints from any of the sailors during the whole voyage.

"These men had to do a little extra work," said the first officer, "and this may have made them sore. But there are always certain men upon a ship who are dissatisfied and make a mountain out of a mole hill."

SLIPPED PAST CRUISER.

The story that came from the Angus was somewhat different. This vessel has the distinction of being the first boat to reach this port with actual knowledge of conditions in the Japanese-Russian conflict. Capt. James Daker of the steamship, told of his experience yesterday.

"We were billed to deliver a cargo of smokeless coal upon Japanese soil," he said, "and we went to that country by way of the Red Sea. This route is also taken by Russian warships, and we passed one on the way. But we smothered all the lights and slipped past in the darkness. If we had been caught with contraband goods, such as coal, aboard our vessel would have been seized. "The Japs feel sure that they will win the war. They feel that there could be no other result. Yet, the majority of the people there have as little actual knowledge of what is going on as the people in this country. The news of the army are kept from the people for fear that it might spread to the enemy."

Program

OF THE



—OF—

Regatta Day!

TO BE HELD

Saturday, Sept. 17

1904

IN HONOLULU HARBOR

COMMENCING AT 9:30 A. M.

- SIX-OARED GIG, STATIONARY SEATS.
 - SIX-OARED SLIDING SEAT BARGE.
 - LAUNCH RACE.
 - SECOND CLASS YACHTS.
 - FIRST CLASS YACHTS.
 - TUG-OF-WAR, JAPANESE SAM-PANS.
 - SIX-OARED SLIDING SEAT BARGE, FRESHMEN.
- INTERMISSION 12 M.
- JUNIOR, SIX-OARED SLIDING SEAT BARGE.
 - JAPANESE SAMPANS, SCULLING.
 - FIVE-OARED WHALE BOATS. No spoon oars.
 - SIX-PADDLE CANOE.
 - SENIOR, PAIR OAR SLIDING SEAT BOATS.
 - JUNIOR, PAIR OAR SLIDING SEAT BOATS.
 - STEAMER BOATS.
 - SAILING CANOES.
 - TWO-OARED SHORE BOATS.

Races open to all. No entry fees.

All rowing races are to be governed by the Racing Rules of the Hawaiian Rowing Association, yacht races by the Racing Rules of the Hawaii Yacht Club.

Each entry shall include the name of the boat, or if it has none, the name of the person who enters it in the race.

Entries will open at 12 m., Monday, Sept. 12, 1904, at Woods & Shelton, King street, and will close Thursday, Sept. 15, 1904, at 12 m.

For further information apply to the Regatta Committee: C. C. Rhodes, W. W. Harris and W. H. Soper, or the Secretary.

A. E. MURPHY.

Honolulu Athletic Club

Boxing Carnival

Murphy vs. Huihui

6 ROUNDS.

ACKERMAN vs. SILVA

6 ROUNDS.

JACKSON vs. CASTRO

6 ROUNDS.

HEINE vs. KUPA

6 ROUNDS.

Orpheum Theatre

FRIDAY EVENING, SEPT. 16,

Admission: \$75, \$1.00, \$1.50, \$2.00. Seats on sale at Woods & Shelton, 91 King Street.

The darkness. If we had been caught with contraband goods, such as coal, aboard our vessel would have been seized. "The Japs feel sure that they will win the war. They feel that there could be no other result. Yet, the majority of the people there have as little actual knowledge of what is going on as the people in this country. The news of the army are kept from the people for fear that it might spread to the enemy."

BY AUTHORITY.

POSTPONEMENT OF OPENING BIDS FOR HILO ARMORY.

The opening of tenders for the construction of an Armory at Hilo, Hawaii, at the office of the Superintendent of Public Works, Honolulu, Sept. 19th, 1904, has been postponed until 12 o'clock noon of September 26th, 1904.

C. S. HOLLOWAY, Superintendent of Public Works. Department of Public Works, September 12th, 1904. 6897

NOTICE.

Notice is hereby given that the partnership heretofore existing between Kam Mock Yueng, Lau Mon, Kam Kong Yueng, Lau Kim Lock and Lau Wa Yin on the 11th day of May, A. D. 1899, as rice planters under the firm name of Len Shyn Wai & Co., at Moanalua, Island of Oahu, is this day dissolved by mutual consent.

The remaining partners, Lau Mon, Lau Wa Yin, Kam Mock Yueng and newly admitted partners, Heu Shoung, Lau Lin and Chee Pak Shing, all of Honolulu, will continue the said business under the same name and style of Len Shyn Wai & Co. All debts due to the copartnership and those due by them will be settled with and by the said Lau Mon, Lau Wa Yin, Kam Mock Yueng, Heu Shoung, Lau Lin and Chee Pak Shing.

Dated 12th day of Sept., 1904. LAU MON, Manager of the Len Shyn Wai & Co. 6896

NOTICE.

The Republican voters of the 11th Precinct of the 5th Representative District are hereby directed to meet at the Kalihiwaena School-house grounds on Tuesday evening, September 13th, 1904, at 8 o'clock, to organize a precinct club.

By order of the Executive Committee. HENRY C. VIDA, Chairman. Dated September 9, 1904. 6894

NOTICE.

Notice is hereby given that the Territorial Central Committee of the Republican Party of the Territory of Hawaii will not be responsible for any bills contracted by any one without the written authority of the president or secretary.

By order of the Executive Committee. W. T. RAWLINS, Secretary. 6896

REMOVAL NOTICE.

THE CALIFORNIA HARNESS SHOP has removed from Fort street to 174 King street, Lincoln Block, next to the Alexander Young Building.

D. O. HAMMAN, Proprietor. 6884

NOTICE

The undersigned hereby notifies the public that he is the sole and original owner of trade mark "Bromo Pop" for headache and tired feeling. Any person using this mark or purporting to be the manufacturer of same will be prosecuted according to law.

ARCTIC SODA WORKS, M. R. De Sa, Honolulu, T. H., Sept. 7th, 1904. 6892

PEPEEKEO SUGAR CO.

Notice is hereby given that the stock books of the above company will be closed to transfers from Monday, the 12th, to Thursday, the 15th, insts., inclusive.

GEO. H. ROBERTSON, Treasurer P. S. Co. Dated Honolulu, Sept. 9th, 1904. 6893

REMOVAL NOTICE.

The TOWNSEND UNDERTAKING CO. and HONOLULU MUTUAL BURIAL ASSN. have moved next door to the more commodious quarters formerly occupied by Pacific Vehicle & Supply Co. Roomy office and parlors are nicely and comfortably arranged.

Call For Republican 5th District Convention

Notice is hereby given that in accordance with the Rules and Regulations of the Republican Party of the Territory of Hawaii, the Fifth District Committee has fixed Friday, the 16th day of September, 1904, at 7:30 o'clock p. m. as the time, and Progress Hall, in Honolulu, as the place, for holding the next District Convention. The Delegates elected to such convention are accordingly requested to assemble at said time and place for the purpose of nominating candidates to the Senate and House of Representatives and to transact such other business as may be brought before the Convention.

By order of the District Committee. H. C. VIDA, Chairman. A. ST. PHANAIYA, Secretary. Honolulu, Sept. 14, 1904. 6898

NOTICE TO SUBSCRIBERS

Mutual Telephone Co., Ltd. From and after October 1st next collections for rental of telephones will be made MONTHLY instead of QUARTERLY as heretofore and all subscribers in arrears are hereby requested to make settlement before that date in order to facilitate the change.

A new Telephone Directory being now prepared, all persons desiring telephone service, and those subscribers who have changed their residence or address since the last directory was issued, are requested to communicate with the office before the 5th of October, 1904.

MUTUAL TELEPHONE CO., LTD. 6896

POWHATTAN NO. 2, I. O. R. M.

THE REGULAR meeting of Powhattan Tribe No. 2, Improved Order of Red Men, will take place THIS (Thursday) EVENING, Sept. 15, 1904, at 7:30 o'clock, at Harmony Hall, King street. Members of Hawaiian Tribe No. 1 and visiting Improved Red Men are fraternally invited to be present.

I. LEVINGSTON, Chief of Records pro tem.

SHOOTING NOTICE.

All persons are hereby warned not to shoot on the lands of Waipio and Waikakalua. Any person found shooting on these lands will be prosecuted.

JOHN II ESTATE, LTD. 6888



Shipping Notes. The bark R. P. Rithet sailed for the Coast yesterday. The tug Eleu was brought over from Naval Row yesterday. She will be used on Regatta Day.

JAPANESE AND THE PUBLIC SCHOOLS

"As to the Japanese in the schools," said Prof. Scott yesterday, "nobody has any better right there than they. The great majority of them were born in this country and the boys will have the voting privilege when they become of age. Besides the Japanese not only pay in taxes for the education of their youth but they help pay for the education of our youth. It costs \$18 per capita to educate school children here. Now what the Japanese pay covers \$18 for each of their school children and considerable money besides."

REALTY TRANSACTIONS.

Entered for Record Sept. 14, 1904. Luukia Kauiki (w) to Mrs K Kuli-helani. Doremus Scudder by Regr. Notice

Recorded Sept. 8, 1904.

H Yamamoto and wf to Wm Kinney; M; lot 43, Olaa Reservation, Puna, Hawaii; \$6194.98. B 259, p 427. Dated Aug 27, 1904.

Thos Gandall to Percy C Buzzell; M; R P 2462, Kul 959, Puaou, Honolulu, Oahu; \$250. B 259, p 429. Dated Sept 7, 1904.

Oahu Railway & Land Co to Theresa M Louissou (widow); D; lot 16, blk 34, Pearl City, Ewa, Oahu. B 258, p 347. Dated May 16, 1904.

Mary Sexton to J Alfred Magoon; M; east half lot 13, Ap A, R P 78; pc land and bldgs, Young St, Honolulu, Oahu; \$700. B 259, p 430. Dated Aug 20, 1904.

Harry T Walker and wf to J Alfred Magoon; M; lot 14 and E and W half lot 15, blk E, R P 177, Magoon Tract, Honolulu, Oahu; \$900. B 259, p 432. Dated Sept 6, 1904.

Maria I Jesus (widow) to Steven Andrew et al; D; lot 13, blk 7, and bldg, Kapolani Tract, Honolulu, Oahu; \$1, etc. B 258, p 349. Dated Sept 8, 1904.

Emma L Dillingham to Haleiwa Hotel Co, Ltd; Red Dow; premises, Kawailoa, Waialua, Oahu; \$1. B 258, p 350. Dated Aug 5, 1904.

Theresa M Louissou (widow) to Hawn Land & Imprvmt Co Ltd; D; lot 8, blk 15, Pearl City, Ewa, Oahu; \$110. B 258, p 351. Dated May 17, 1904.

Charles G Bartlett and wf to Est of S C Allen by Trs; M; lots 15 and 16, blk 15, and bldgs, Kaimuki Tract, Honolulu, Oahu; int in shares of stock in Hon Brewing & Malting Co; \$4000. B 260, p 134. Dated Aug 31, 1904.

Adelaide V Correa and hsb (A G) to San Antonio Fort Ben Socy of Hawaii; M; pc land, Pelelua, Honolulu, Oahu; \$300. B 260, p 136. Dated Sept 8, 1904.

Pui Sing to Lee Duck Kee; BS; 1/2 int in leasehold and bus of Hop Tuck Wai Co, Koolaupeke, Oahu. B 265, p 170. Dated Sept 5, 1904.

HOW TO AVOID THE DANGERS OF A COLD.—Everyone must realize the dangers attending a severe cold, and that it is always prudent to remain in-doors until the danger is passed. Many, however, do not feel able to lose the time and will be interested in knowing that a severe cold may be broken up and all danger avoided by the prompt use of Chamberlain's Cough Remedy. It not only cures, but cures quickly and counteracts any tendency toward pneumonia. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

August Shipbuilding.

The Bureau of Navigation reports that 165 vessels aggregating 9,504 gross tons were built and officially numbered in the United States during the month of August, 1904. Of these 101 were wooden vessels, thirty-eight sail and sixty-three steam. The steel vessels numbered four, all of them steamers. The largest steel steam vessel built during the month was the steamer Mohican of 2,255 gross tons built at Philadelphia for the Clyde S. S. Co. From other sources than construction there was added to the merchant fleet one vessel of 2,241 gross tons. This was the steamship Carolyn which was wrecked upon the American coast and re-registered as an American vessel.