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that your will is too private a matter to be intrusted to anyone? Are you making it out yourself, with perhaps a servant to witness your signature? That's the best way to invite publicity through the probate court and the newspapers. If your will is important, have it drawn up in PROPER LEGAL FORM. We do it without charge when we are mentioned one of the executors.



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TIDES, SUN AND MOON.

Table with columns for Day, High Tide, Low Tide, Sunrise, and Sunset. Includes data for March 17, 18, 19, 20, 21, 22.

Full moon March 17 at 4:05 p. m. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Hawaii standard time is 10 hours 30 minutes slower than Greenwich time.

METEOROLOGICAL RECORD.

Issued Every Sunday Morning by the Local Office, U. S. Weather Bureau.

Table with columns for Day, Max, Min, Rainfall, Humidity, Cloudiness, Direction, and Velocity. Includes data for March 8-14.

Note.—Barometer readings are corrected for temperature, instrumental errors, and local gravity, and reduced to sea level. Average cloudiness stated in scale from 0 to 10. Direction of wind is prevailing direction during 24 hours ending at 8 p. m. Velocity of wind is average velocity in miles per hour. T indicates trace of rain.

WM. E. STOCKMAN, Section Director.

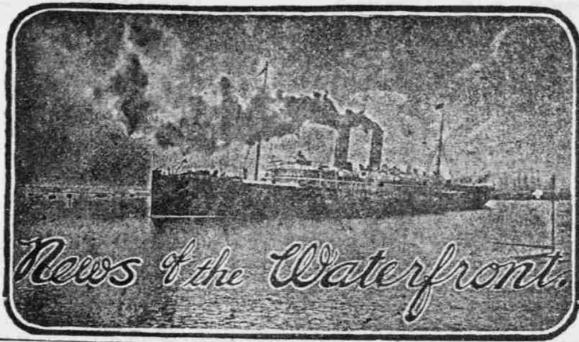
LOCAL OFFICE OF THE UNITED STATES WEATHER BUREAU.

Honolulu, Monday, March 16, 1908.

Table with columns for Year, Month, Max, Min, Rainfall, Humidity, Cloudiness, Direction, and Velocity. Includes data for 1900-1907.

WM. E. STOCKMAN, Section Director.

Have you secured your copy of Pictureque Honolulu? It is the most beautiful souvenir of Honolulu ever issued. Fifteen cents a copy ready for mailing.



A very interesting sight was presented from the harbor seaward yesterday morning about 9 o'clock when the big steamship Siberia came in, followed shortly by the oil carrying ship Falls of Clyde in tow of the Intrepid, and a few minutes later by the schooner Helene, which sailed into the harbor without taking a tow.

The Falls of Clyde left Gaviota February 27. With the winds that prevailed she went as far south as 23 degrees without getting but two degrees west of Gaviota. From that time on however she had nothing but southeast winds, not heavy but constant. The trade winds were not experienced at all. The Falls of Clyde was towed out of Monterey Bay by the tug Navigator, which accounts for the report sent here that she had left for Honolulu in tow of the Navigator. She was in the terrific rainstorm of Sunday.

When she got into the harbor both the Kasato Maru and the Siberia were in the slip between the Hackfeld and the railroad wharf so there was not room for her to get in. She therefore moored at the mauka side of the Hackfeld wharf and will go into her regular berth this morning and begin the discharging her oil which will take about twenty-four hours. She will not sail for four or five days however as she has repairs to make to one of her donkey engine boilers.

SIBERIA IN AND OUT.

The Pacific Mail steamship Siberia arrived in port early yesterday morning from San Francisco with seventy-five cabin passengers for Honolulu and about two hundred through passengers. This is about the beginning of the time for tourists to go to Japan for the cherry blossom season. The Siberia's list includes a party of sixteen under the direction of Leon Colver, well known as a conductor of tourists. Among the returning island people are Mr. and Mrs. P. H. Burnette and family, Mr. and Mrs. Harold Dillingham, Col. and Mrs. George De La Vergne, Mrs. E. B. Waterhouse, and the Misses E. J., Margaret and Marion Waterhouse.

There have been a number of changes among the officers of the Siberia. John P. Pollett, who has been second mate, is not with the vessel this trip. It is believed he is slated for chief officer of one of the other vessels of the company, perhaps the Mongolia. In his place is George Young, formerly a lieutenant in the United States navy and a very fine man. Harry Burkholm, the third officer of the vessel who was taken sick at Hongkong when the vessel was there two voyages ago, is back in his old position. There is a new fifth officer, Henry Nelson, who was formerly the master of a schooner, but wants to get in line for promotion in the steamship service. George McKenna, a nephew of the master of the steamship Peru is a new quartermaster on the Siberia.

The Siberia experienced the pleasantest of weather on the voyage. It began to cloud up on Saturday and on Sunday it rained all day.

In the Asiatic steerage, the Siberia has 68 Japanese of whom about 25 are being deported from the United States for coming illegally into the country. They are Japanese who got in across the Mexican border. Most of them were brought from El Paso and Tapeson on the Southern Pacific shortly before the Siberia sailed. The San Francisco Chronicle says:

"A previous bunch of Japanese caught in the same part of the country showed a very belligerent attitude and told the guards that they would come back from Japan some day with rifles. But this bunch appeared quite meek, so much so, in fact, that there has been some suspicion that the Japanese who really desire to return to Japan are working a nice little scheme, by which they go to the border country and then apparently try to evade the inspectors till they are well caught and destined to the land of the rising sun and the blossoming chrysanthemum. The Japanese, say the guards, are on to all the little stunts that made the Chinese peculiarly sly."

There are eight Hindus who went to the United States on the last voyage of the Siberia, but were refused landing at San Francisco. Why they were rejected is not known aboard the Siberia, but it is thought that some of them at least were afflicted with trachoma.

There are 132 Chinese aboard the Siberia returning to their native land. The Siberia sighted the Manchuria on March 12 about midnight, two days out from San Francisco.

The Siberia sailed at 5 o'clock yesterday for Yokohama, taking quite a number of passengers from here, mostly layovers from previous steamships.

THE HELENE'S RECORD VOYAGE.

The schooner Helene, Capt. Thompson, arrived here yesterday forenoon from Honolulu with 18,000 bags of Hawaii sugar which will go into the Virginia for Salina Cruz. The Helene finished discharging her cargo of Newcastle coal at Honolulu some days ago and then loaded sugar for Honolulu, sailing from there Saturday noon.

The Helene did make the almost record trip of thirty days from Hawaii to Newcastle as stated in the Advertiser March 3, but contradicted on the strength of the Maritime Register. Captain Thompson says that they had favoring breezes the whole voyage and made great speed. The wind was with them right to the last and they sailed into the harbor of Newcastle, rejecting the offers of tug and tow boats to

give them a tow. The record made by the Helene on this voyage gave the vessel a great reputation in the Newcastle harbor and it was always spoken of as the schooner that flies.

The schooner Harriet sailed from Honolulu to Newcastle in the fifties in 27 days and the American bark Vaquero from Honolulu to Melbourne in 1838 in 27 days. But the Helene's record of 30 days is the best one that has been made of late years, at any rate.

But coming back the Helene took 62 days from Newcastle to Honolulu. She was beginning to get foul and she had very light winds.

Captain Thompson also surprised the Newcastle people by coming up to the wharf all ready to take coal, something that the antipodeans were not accustomed to.

THE SIBERIA'S FREIGHT.

The Siberia's freight, which amounts to nearly 10,000 tons, includes a big shipment of arms and ammunition for Honolulu. Fourteen cases of shells for the big guns and 150 cases of rifles, as well as a large amount of ammunition, are being taken. The shipment of cotton for Japan is unusually heavy, while much leather, flour and machinery is to be taken to various ports of the Far East.

Consigned to Manila are a large number of rifles, while for Honolulu, in addition to rifles, are hundreds of cases of ammunition, including shells for the big guns, as well as a tremendous number of cartridges. According to accounts of those who have been long acquainted with the shipment of goods to the islands, never before has so much Army material been dispatched in one shipment.

FALLS INTO STEAMER'S HOLD.

SAN FRANCISCO, March 4.—Henry K. Naat, 35 years old, a sailor, was instantly killed about 3 o'clock yesterday morning by falling a distance of fifty feet into the hold of the steamer Virginian of the American-Hawaiian line, which is docked at Pier No. 23, off Greenwich street. In company with two sailors on board the steamer Naat ran along the deck of the steamer in the darkness. He was a guest of the sailors and did not belong to the crew. He stepped upon the forward hatch, which was covered with a temporary planking of loose two-inch boards and tarpaulin. It gave away and he fell below ship. The autopsy showed that death was due to extensive ruptures of the abdomen. An inquest will be held.

THE ELVASTON.

The British steamship Elvaston will complete discharging her coal in about four days now and will then be ready to sail for Newcastle. She will be the next vessel to take mail to Australia.

LILLIPUTIANS TIRE OF WET WEATHER

The rainy weather has been disliked more by the little members of the Lilliputian Opera Company probably than any other persons in Honolulu, as it has kept them indoors at the Young Hotel and prevented the sight-seeing in the Paradise of the Pacific that had been promised them and to which they had been looking forward ever since they sailed from Yokohama. Tomorrow or Thursday, however, a special car is being chartered for the little actors and actresses, and they will be given a ride around the city, the grand climax of which is to be a visit to the Aquarium. This week, too, just as soon as the weather clears, the company is to move out to the Moana, where paddling and bathing has been promised the children. Manager Pollard himself wants to get around a little. He knows Honolulu, but confesses that he can never get tired of moving around here and seeing the beauties on every hand. "This is so different to the place we were just left," he said. "I have not seen many changes since my last visit here and I don't want to see any. Honolulu as it is is quite good enough for me."

PEARL HARBOR IN CONGRESS

The Report of the Committee on the Administration Measure.

The Siberia mails brought the Advertiser considerable Pearl Harbor matter, including the report of the Committee on Naval Affairs on establishing a naval base at that point. The report follows:

The Committee on Naval Affairs, having had under consideration the bill (H. R. 18120) to establish a naval station at Pearl Harbor, Hawaii, report the same with the recommendation that it do pass without amendment.

The Hawaiian Islands afford the only possible location for a strong naval base in the central Pacific Ocean for a distance of over 4000 miles from our western coast.

Pearl Harbor is beyond question one of the best, if not the best, natural harbors in the world. It has a depth of water of over 60 feet and an area of nearly 10 square miles, and capable of floating the combined navies of the world. It is not only landlocked, but, by reason of the topography of the surrounding ground, ships lying in this harbor are out of view from the open sea. It is the only practicable site for a naval base in the Pacific Ocean, and is the recognized key to naval supremacy in those waters. Its equipment as an operating base is a prerequisite to the most successful operation of our fleets whether offensive or defensive.

For over sixty-five years the United States Government has officially recognized the strategic importance of the Hawaiian Islands and the necessity of preventing their occupation by any other nation.

Beginning in 1842 President Tyler gave notice to all European nations that the United States would never consent to their occupying Hawaii or establishing any naval base there.

This "Monroe Doctrine of the Pacific" was reiterated by Daniel Webster, as Secretary of State, in 1851, and by William L. Marcy, the great Democratic Secretary of State, by James G. Blaine, and by William McKinley, Captain (now Admiral) A. T. Mahan, writing in 1893, came to the conclusions:

"To any one viewing a map that shows the full extent of the Pacific, * * * two circumstances will be strikingly and immediately apparent. He will see at a glance that the Sandwich Islands stand by themselves in a state of comparative isolation, amid a vast expanse of sea; and, again, that they form the center of a large circle whose radius is approximately the distance from Honolulu to San Francisco. * * * This is substantially the same distance as from Honolulu to the Gilbert, Marshall, Samoan, and Society Islands, all under European control except Samoa, in which we have a part influence. * * * To have a central position such as this, and to be alone, having no rival and admitting no rival, * * * are conditions that at once fix the attention of the strategist. * * * But to this striking combination is to be added the remarkable relations borne * * * to the great commercial routes traversing this vast expanse. * * * Too much stress can not be laid upon the immense disadvantage to us of any maritime enemy having a coaling station well within 2500 miles, as this is, of every point of our coast line from Puget Sound to Mexico. Were there many others available we might find it difficult to exclude from all. There is, however, but the one. Shut out from the Sandwich Islands as a coal base, an enemy is thrown back for supplies of fuel to distances of 3500 or 4000 miles—or between 7000 and 8000 going and coming—an impediment to sustained maritime operations will be high prohibitive. * * * It is rarely that so important a factor in the attack or defense of a coast line—of a sea frontier—is concentrated in a single position, and the circumstance renders doubly imperative upon us to secure it if we rightfully can. * * * Twenty-two years ago, by the reciprocity treaty with King Kalakaua, the United States acquired the right to establish a naval base on Pearl Harbor.

Ten years ago this nation, foreseeing the likelihood that they might fall into the hands of an Oriental nation, annexed the Hawaiian Islands. This momentous action was taken primarily because of the strategic value of the Hawaiian Islands and for the purpose of establishing a strong naval base on Pearl Harbor. Since that time a magnificent site for a naval station, consisting of over 600 acres of land, has been purchased

by the Federal Government, and a 20-foot channel has been dredged through the channel bar.

The War Department has also acquired ample sites for fortifications at the channel entrance, and the first battery is now under construction.

Up to the present time no beginning has been made toward the actual construction of a naval base on Pearl Harbor. Year after year the needs of the Naval Establishment in other directions have been permitted to crowd it out of the naval bills.

In the judgment of your committee the new developments on the Pacific and among the nations that border its shores make it imperative that a strong operating base be established for our Navy at Pearl Harbor without further delay.

A naval base at Pearl Harbor is not designed primarily for the protection of Hawaii. Its main purpose is to form a buffer of defense for our entire Pacific coast and to make possible our naval supremacy upon the Pacific.

An enemy in possession of Hawaii could harass and threaten our entire western coast. On the other hand, with our own fleet operating from a well-equipped base at Pearl Harbor, no fleet from the Orient would find it practicable to threaten our coast, because of the stronghold left in their rear and of the prohibitive distance from their coaling base.

The equipment of Pearl Harbor is therefore a matter of national prudence and not of extravagance. It affords the nation's least expensive way of defending our Pacific coast; it will constitute one of the strongest factors in the prevention of war with any power in the Far East.

Your committee has received memorials from all of the strongest commercial organizations on the entire Pacific coast, urging that the development of Pearl Harbor be provided for at this session of Congress.

The national importance of this measure is emphasized by the fact that commercial bodies from the Central West and from New York city have also memorialized Congress on this subject during this present session.

The question of a naval base in Hawaii is not comparable with the same problem in the Philippines. Hawaii is both a permanent organic part of our nation, and is also a source of revenue; during the past eight years Hawaii has paid more than \$9,000,000 into the Federal Treasury.

Every consideration, whether of national honor or policy, demands that Pearl Harbor be made impregnable and equipped as a naval base immediately.

With a naval base at Pearl Harbor, Hawaii would be our great defensive outpost; in the hands of an enemy it would double the nation's cost for naval defense.

URGES HAWAIIAN BASE.

The following is from the Washington Post of March 3:

"In the judgment of the committee, the new developments on the Pacific and among the nations that border its shores make it imperative that a strong operating base be established for our navy at Pearl Harbor without further delay.

"An enemy in possession of Hawaii could harass and threaten our entire Western coast. On the other hand, with our own fleet operating from a well-equipped base at Pearl Harbor, no fleet from the Orient would find it practicable to threaten our coast because of the stronghold left in the rear and of the prohibitive distance from their coaling base.

"A naval base at Pearl Harbor is not designed primarily for the protection of Hawaii; its main purpose is to form a buffer of defense for our entire Pacific coast, and to make possible our supremacy upon the Pacific."

REPORT OF NAVAL COMMITTEE.

The foregoing constitute vital statements as is sensational a report as ever made by the House Committee on Naval Affairs. The report containing them was submitted yesterday in support of the bill introduced a few days ago by Representative Bates of Erie, Pa., appropriating \$3,000,000 to establish a naval base at Pearl Harbor, near Honolulu; \$700,000 of which is to be immediately available. The committee ordered the bill to be favorably reported. Such precipitateness of action by so great a committee on a subject calling for such a large expenditure has not been known among House members since the beginning of the Spanish war.

That the Bates bill is an administrative measure and that the talk of war between America and Japan inspired it may easily be inferred from the fact that President Roosevelt asked the Pennsylvania to come to the White House and talk about the bill. The President approved it, so the Pennsylvania member said.

The report ends with the following statement: "Every consideration of national honor or policy demands that Pearl Harbor be made impregnable and equipped as a naval base immediately." In another part of the report the assertion is made that it is

the only practicable site for a naval base in the Pacific Ocean, and is the recognized key to the naval supremacy of these waters. Its equipment as an operating base is prerequisite to the successful operation of our fleet, whether offensive or defensive.

BEST HARBOR IN THE WORLD.

The harbor which it is proposed to fortify is said to be the best natural harbor in the world. With a depth of sixty feet and an area of ten square miles, it is capable of harboring all the navies of the world combined. The harbor is land-locked, and the mountains surrounding it shut off all view of ships lying within from the open sea. The mountains are so high that mortar fire would be ineffectual, and the dragging of guns to the heights of land around would be impossible.

For more than sixty-five years the United States government has officially recognized the Hawaiian Islands as the natural outpost of its defenses, and in 1841 President Tyler put out a Monroe doctrine of the Pacific, saying that the United States would never consent to have them occupied by a foreign power.

HOLMES NEW PICTURE MACHINE

Among the through passengers by the Siberia yesterday was Mr. Oscar Depue, companion and assistant to Burton Holmes in his travels for material for lectures. Mr. Holmes joined him here and the two sailed for the Orient, intending to go through Japan, China, the Straits Settlements, Ceylon and India, going home by way of the Suez.

Mr. Depue had with him what is undoubtedly the finest and most up-to-date picture machine in the world. It is a machine based on those of Edwards of London, but with a number of improvements which are the workings out of Mr. Depue's own ideas. It is the only machine of the kind ever made.

There are three improvements of prime importance over any other machine, besides a number of minor contrivances which add to convenience. Perhaps the most important of the improvements is a device by which the amount of light admitted by the shutter can be changed to meet changing conditions of sun, or sky, or object, while the machine is in operation. All machines in the past have had to be stopped and changes made at the loss of time and convenience. But in this one, while the machine is in operation the changes in the shutter can be made simply by the movement of a lever on the outside.

Another improvement is a device by which the lens used can be moved or lowered simply by the movement of a lever while the machine is in motion, thus adding greatly to the scope of the machine. Correlative to this is a device by which the finder acts automatically with the raising and lowering of the lens, so that the finder always covers the exact field that the lens does.

By these devices vastly-improved motion pictures are expected to be produced. With the picture machine as it existed before this one was built, after the machine has been once focused there is no way of changing the field to meet changing conditions of the scene being reproduced except by guesswork. With the new adjustment of the finder, the operator can move his machine up or down or sideways to keep the scene constantly in the center of his negatives, with absolute precision, because the finder will show him exactly what is within the field of the lens. The machine will also meet changes of light and other conditions of photography promptly and accurately.

Mr. Bonine, Mr. Holmes and Mr. Depue spent considerable time immediately after the arrival of the steamship in examining this new machine and making tests of it.

On account of the rain the discharge of nitrates from the Japanese steamship Kasato Maru was stopped much of Saturday and all of Sunday, and the vessel which was to have sailed Sunday afternoon will now not get away until sometime today.

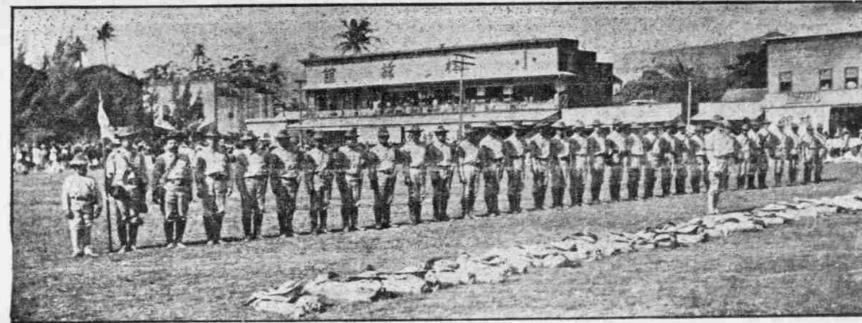
The Kasato Maru is a vessel that was captured by the Japanese from the Russians during the Japanese-Russian war. She is still owned by the Japanese government but is chartered by a Japanese steamship company, the same company which has chartered the America Maru to put on its South American run after she is withdrawn from the trade between San Francisco and the Orient. She is an English built boat and the Chief Officer says that he saw her sister ship while in South American ports lately.

The officers and crew of the Kasato Maru are Japanese throughout except in the steward's department, where Chinese are employed. Strangely the language of communication between the Chinese and Japanese aboard is neither Chinese nor Japanese, but is English. One of the Chinese employed has been employed on Japanese vessels for about ten years and he has picked up a fair amount of Japanese.

The Kasato Maru will take the Japanese lepers who have been at Molokai back to Japan where they will be cared for hereafter by the Japanese government. The lepers arrived Sunday morning on the Iwaland.

PERRY SUSPECTED OF ROBBERY.

Harry Perry, one of the discharged sailors of the Astral, was arrested last night on suspicion of knowing too much concerning the robbery of a Japanese, a roomer in the same building. The Japanese last night identifying Perry as the man who had held him up and gone through him. He is booked for investigation. This is the second time Perry has been in the cells since the arrival of his vessel, once before going down for drunkenness.



HOSPITAL CORPS, N. G. H.

A military ball will be given by the Hospital Corps of the National Guard of Hawaii on Thursday evening in the Knights of Pythias' Hall. The Hawaiian band will play for

the grand march, and the dance music will be furnished by the Kaillima Glee Club.

The ball promises to be one of the events of the season, and no pains

are being spared to make the occasion a most enjoyable one. Tickets of admission cost fifty cents.

Edgar S. Barry has the affair in hand, and James McLaklin will act as floor manager.