

Shipping

PRAYERS, ENTREATIES OR BLUFF FAILED TO LAND YATES IN HAWAII

Harold Yates, a young Englishman, who, armed with prayer-book and hymnal, declared that the Paradise of the Pacific had been selected as the promising field for future missionary endeavor, failed to connect with the Pacific Mail liner Manchuria, which arrived here bright and early this morning.

Yates is declared to have been the victim of a stern and unsympathetic officialdom of a "bloated corporation" which was quite unwilling to exchange transportation across the Pacific for a free passport into the "better land."

Yates, who boarded the Manchuria at San Francisco, and soon after attempted to lose himself with a delegation of thirty or more missionaries en route to fields of activity in Japan and China, was finally singled out as a black sheep in lamb's raiment.

The liner had proceeded well out from the Golden Gate when Purser Bourne, in making his round-up for tickets, ran across Yates, and transportation and the necessary where-withal to purchase the same.

The demand that Yates produce the needed coin to make the ship go along smoothly was met by a placid refusal. Yates declared that Paradise was his destination. While this statement was not disputed, the Manchuria officials possessed some notions along these lines and decided that the particular "Paradise" which Yates hoped to reach was not located in the mid-Pacific.

Capt. Dan Friele issued orders that the wireless operator get into touch with the Pacific Mail liner Nile. The British steamship was overhauled on the afternoon of last Monday. Yates was then told "where he got off."

The Yates effects were bundled into a ship's boat, and without any elaborate farewell ceremony, the young man manning under the guise of a missionary was fowed to the waiting Nile, bound for San Francisco.

The statement was made this morning that Yates acted as a man somewhat demoted. He was apparently without funds. Until gathered in by the Pacific Mail officers he is alleged to have continually paced the deck with a prayer-book tucked under his arm, and maintained a sullen silence regarding himself and his destination.

The Manchuria was the first commercial liner to use the new Richards street wharf. The vessel brought 727 tons of freight for Honolulu, a piece having been made for the vessel by the removal of the bark Nuuanu.

The Manchuria arrived with 184 cabin, 44 second class and 100 Astic steerage passengers, of which 59 cabin and 17 second-class passengers left the vessel at Honolulu.

Purser Bourne states that through cargo totals about 4000 tons, mainly general merchandise destined for a large number of ports of the Orient. The Manchuria will proceed to Manoa on this trip.

The Manchuria makes this voyage in command of Capt. Daniel Friele, the commodore of the Pacific Mail service and on the retired list, except at such times when he is called upon to fill a temporary vacancy such as this. Captain Andrew Dixon, the Manchuria's regular commander, has been granted leave for one round trip.

The Manchuria's passengers include the usual number of tourists, many business men, a lot of insular employes, about 30 missionaries and a Russian count. Among the passengers were some prominent Honolulu people.

The Honoluluans who arrived on the Manchuria include L. Tenney Peck, a Honolulu banker, and his family, and Abraham Lewis Jr., vice president and manager of the Bank of Hawaii. F. S. Morris, an employe in the Pacific Mail company's Kobe office, is a passenger on the liner.

Mrs. Herman J. Hall, curator of the Chicago academy of fine arts, is a passenger on the liner to Hongkong. She is accompanied by Mrs. Adelaide S. Pike, a Boston society woman. Mrs. W. B. Cline and two daughters and Miss Helen Montague, all very prominent in social affairs of Los Angeles.

W. A. Connolly and wife, also with prominent San Francisco, are making a tour of the world as passengers in the Manchuria.

Count Vladimir Ledochowski, a Polish nobleman, is traveling around the world and intends spending some time in Indo-China, where he will hunt large game. Before returning to Europe he intends to visit South Africa, also there to hunt. He is accompanied by E. A. M. Laing of London.

various Pacific coast ports laden with cargo.

Hind, Rolph & Company have within the last few months chartered a number of craft, which rested on the mud of Oakland creek and put them into commission for the transportation of barley.—Chronicle.

Skipper Johnson Sits On The Lid.

There is to be no funny business in the conduct of sports or entertainments aboard the Matson Navigation liner Wilhelmina that is if Skipper Peter Johnson can prevent it.

Since the skipper of the Wilhelmina turned the hose on a party of Honolulu hula dancers in one of the state rooms of the ship several months ago, the lid has been clamped upon any such demonstrations of hilarity. It is rumored that an attempt had been made to lift a small corner of the lid during the passage from the islands, but nothing developed.

Dr. John S. Mason, who completed his first trip as surgeon, was a bit disappointed, because efforts to get up entertainments like that he had become used to on the liners of Toyo Kisen Kaisha proved unsuccessful.

At a masquerade held a few nights before the Wilhelmina arrived at San Francisco some of the women passengers arranged to appear in certain stunning costumes, but were informed that skipper Johnson frowned upon such costumes and contended themselves by appearing in conventional dress.

Nippon Medical Officer Aided by Wireless.

By the aid of the wireless, Dr. Otis B. Spalding, ship surgeon aboard the liner Nippon Maru, successfully staved off the impending sale of his San Francisco property that had been attached recently by his former wife, Agnes M. Spalding, for \$600 back alimony. Mrs. Spalding obtained the judgment before Judge George C. Canlas June 17, when Doctor Spalding was at sea, according to report brought by the Manchuria, but Attorney H. W. Glensor got in airway touch with the doctor and soon afterward filed an affidavit that caused Judge Trabucco to grant a stay of execution for 30 days.

The affidavit of the attorney contained the notice that he would move for a modification of Mrs. Spalding's final decree on the ground Mrs. Spalding's conduct since the granting of the interlocutory decree had been such as not to entitle her to any support.

Mrs. Spalding sued for divorce in October, 1910, and obtained her final decree October 23, 1911. She charged cruelty. Mrs. Spalding is living in Oakland.

New Service for Alameda and Mariposa.

The Alameda and Mariposa, so well known to Honolulu travelers and shipping, may be transferred to a run making regular trips between Seattle and San Francisco.

An officer in the Pacific Mail liner Manchuria, now at the port, is authority for the statement that the steamers Alameda and the Mariposa, which for years figured in the Oceanic line between Honolulu and the Coast, might be withdrawn from the Alaska route during the winter season.

From what could be learned today, California shipowners and agents were responsible for the effort being made to bring the larger and more popular liners into the direct San Francisco-Puget Sound trade.

Lurline For Kahului Tomorrow.

The last of a large cargo of general merchandise and material for Pearl Harbor construction work will be discharged from the Matson Navigation steamer Lurline tomorrow evening, and that vessel is scheduled to depart for Kahului at eight o'clock in the evening. According to expectations of Castle & Cooke the agents, the vessel will return from Kahului by Sunday morning. The Lurline is to sail for San Francisco at 6 o'clock Tuesday evening.

Friele on Manchuria.

Captain Daniel E. Friele commodore of the Pacific Mail fleet, who stays ashore except when needed to fill in a vacancy, has been commissioned to take out the liner Manchuria for the Orient. "Ninety-fathom Dan," as he is known because of his extreme cautiousness, recovered recently from an illness and is now hale and hearty. He relieves Captain Andrew Dixon, who has been granted a leave of absence for one voyage.

American-Hawaiian Movements.

The American-Hawaiian freighter Missouriian with general cargo for discharge at island ports is at Hilo and the steamer is expected will sail for Salina Cruz tomorrow evening, taking the regulation twelve thousand tons sugar, and several hundred tons preserved pineapples. The Missouriian is expected to carry 30,000 cases of pineapples for the United States, and Continent and the United Kingdom.

TIDES—SUN AND MOON

Date	High	Low	Sun	Moon
Aug 26	9:58	1:19	6:58	11:58
27	3:54	1:18	7:34	10:43
28	4:23	1:17	8:11	9:46
29	4:46	1:15	8:46	8:54
30	5:12	1:13	9:22	8:44
31	5:40	1:13	10:00	8:41
Sept. 1	6:10	1:14	10:39	8:41

Full moon August 27 at 9:28 a. m.

WEATHER TODAY

Honolulu, T. H., August 29, 1912.
Temperature—8 a. m., 78. Minimum last, 76. Barometer at 8 a. m., 29.99. Relative Humidity, 8 a. m., 60.
Wind—6 a. m., 15E; 8 a. m., 10E, 10 a. m., 11E, 16 noon, 12NE. Movement, past 24 hours 302. Dew-point at 8 a. m., 63. Absolute Humidity, 8 a. m., 6.166. Total rainfall during past 24 hours, T.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Thursday, August 29.
YOKOHAMA—Arrived, August 28, S. S. Siberia, hence August 17.
SAN DIEGO—Arrived, August 29, S. S. Alaskan, from Salina Cruz.

U. S. S. CRUISER MARYLAND sails for Yokohama Friday, 1 p. m.

Manchuria Sailing at Five This Evening.

A large quantity of mainland freight brought to the port in the Pacific Mail liner Manchuria is being discharged at the new Richards street wharf. The Manchuria is scheduled to depart for Japan and China at five o'clock this evening. The Honolulu cargo includes 185 packages wine and spirits, 2 automobiles, 500 cases sugar, 211 bags potatoes, 250 iron pipes, 3500 bags barley, 750 bales hay, 53 cases cigarettes, 250 kegs white and red lead, 216 packages merchandise, 793 cases soap, 2286 bags sulphur, and 9 parcels.

Damage to the Irwin.

It is reported that the brig W. G. Irwin, which was scuttled at San Francisco in order to quench the fire in her lime cargo, will be taken north for repairs. Most of the lime has been taken out of the vessel and she has been found to have sustained considerable damage as a result of the insidious work of the lime. The deck beams, knees and heel of the mainmast are in bad shape and most of the beams will have to be replaced.

Marion Chilcott Sailed for the Coast.

The oil tanker Marion Chilcott, after completing the discharge of fourteen thousand barrels of fuel oil, was dispatched for Gaviota shortly after 10 o'clock this morning. The vessel and her cargo of oil came to this port consigned to the local branch of the Associated Oil Company.

Hilsonian Due On Monday.

The Matson Navigation steamer Hilsonian from San Francisco by the way of Puget Sound ports is due to arrive at Honolulu on Monday according to late advices received at the agency of Castle & Cooke. The Hilsonian is bringing down a large cargo of merchandise and lumber destined for several island ports.

Mexican to Arrive in the Morning.

With a large shipment of mainland freight leaving the east coast of the United States in the American Hawaiian steamers Oregonian and Texan from New York on July 3rd and 10th, the freighter Mexican is due to arrive at Honolulu tomorrow morning.

PASSENGERS ARRIVED

Per P. M. S. S. Manchuria from San Francisco—For Honolulu: Miss Lucille Alderice, R. W. Atkinson, E. A. Back Miss Ada E. Bentley, Mrs. E. T. Bickerton, E. W. Boves, Jr., Miss Lillian Boyd, Mrs. E. B. Bridge-water, Mr. and Mrs. Willard E. Brown, Everett Brown, Miss W. Brown, Miss M. Clough, Mrs. M. F. Cummings, Miss Susie K. Enbank, Robert Fricke, Mrs. B. Fujierton, Miss Helen Fullerton, Mrs. Mildred Gear, Mrs. Mary W. Gunn, D. H. Hitchcock, Miss M. L. Hopper, Mrs. L. S. King, Mrs. S. B. King, J. C. Kitchin, Col. C. H. Lauchheimer, Mr. and Mrs. A. J. Lester, Mr. and Mrs. A. Lewis, Jr., Mrs. A. V. Locke, E. B. Loomis, Mr. and Mrs. H. L. Lyon, W. D. Mead, Dr. J. E. McKillop, Mr. and Mrs. L. T. Peck, Master Newton Peck, Ernest Peterson, Mrs. E. W. Peterson, Geo. S. Powell, Mrs. Mary M. Robbards, H. Rohrig, Rev. and Mrs. J. O. Warner, Allan Wilcox, Miss Clara Wilson, A. P. Wright, J. de Bie Leuveling Tjeruk, Mrs. E. V. Asay, B. Beans, Miss Mary W. Chappel, C. A. Graham, E. Lyons, Mr. and Mrs. H. Michaels, Miss M. Michaels, Mrs. Jane R. Williams.

PASSENGERS BOOKED

Per P. M. S. S. Manchuria, for Japan and China ports, Aug. 29.—Mrs. C. E. Norris, David Rush, Wm. Levin, R. D. Mead, Harris Doder, L. Barckausen, Geo. H. Fairchild, Col. D. J. Stover, Rene Clarel, M. F. Lindenmeyer, Ed. Warfield, L. Warfield, Donald C. Kent, John S. French, J. Frank.

Per stmr. W. G. Hall, for Kauai ports, Aug. 29.—F. F. Bechert, Mrs. Bechert, Miss Mumford, G. E. Mar-

WANTED.

Bright boy for work in printing office. Apply Star-Bulletin.

CAUGHT WITH OPIUM WHILE LEAVING SHIP

Quartermaster of Manchuria Arrested with Tins of Drug Hidden on Person

Arrested by Customs Inspector Cameron as he stepped off the gangway from the steamship Manchuria, Alfred Stanes, a quartermaster of that vessel, was searched this morning and found to be carrying seven tins of contraband opium, concealed in two pouches wrapped around his back under his clothes.

Attempting to dissemble with a look of surprise, the man in response to the questions of his captors, declared he had "found the tins on the ship's deck." Customs Inspector Stackable says the tins have a marketable value of about \$76 each, or a total value for the quartermaster's load of about \$532.

This is the third arrest in two days made in the recently renewed war on the notorious "Opium King" by the Federal customs officials.

It is intimated that the arrest of Stanes, which is said to have been made on advice from the San Francisco inspectors, may lead to revelations concerning the \$5000 opium shipment discovered in a mail pouch arriving in Honolulu from the Orient several days ago, the meaning of which has puzzled the Federal officers ever since it was found.

The Federal grand jury, which meets this afternoon, will take up the cases of George Chrones and Chris Corageorge, who were arrested aboard the Manchuria yesterday. Among the witnesses summoned to appear before the judicial body in connection with the cases are A. Capillos, Constantinos Roomanis and John Roomanis, all employes of the Union Grill; Joseph Leal, former chief of detectives of Honolulu, and Hen Wise and Mrs. Hen Wise, actors who have been ap-

shall, C. B. Gray, Mrs. G. E. Bruns, Miss Mary Akana, Walter McBryde, F. A. Alexander, Miss B. Anderson, M. J. Lidgate, Mrs. Thos. Clifford, Miss Clifford.

Per stmr. Claudine, for Maul and Hawaii ports, Aug. 30.—Owen Williams, Richard Quinn, Miss E. Whitehead, Miss H. Williams, E. Lyons, S. Keilino, Miss M. Kahalelo, Ah Ping, E. H. Wodehouse, H. Olson, D. G. May, F. Pratt, E. H. Nogle, Rev. J. W. Wadman, Bro. Joseph, Rev. Frohmuller, Mrs. Y. Young, K. Kagawa, S. Masaki, W. J. Coelmo, M. M. Medeiros.

Per stmr. Mauna Kea, for Hilo and Hawaii ports, Aug. 30.—Owen Williams, Richard Quinn, Miss E. Whitehead, Miss H. Williams, E. Lyons, S. Keilino, Miss M. Kahalelo, Ah Ping, E. H. Wodehouse, H. Olson, D. G. May, F. Pratt, E. H. Nogle, Rev. J. W. Wadman, Bro. Joseph, Rev. Frohmuller, Mrs. Y. Young, K. Kagawa, S. Masaki, W. J. Coelmo, M. M. Medeiros.

R. T. LINE TO FT. KAMEHAMEHA

(Continued from Page 1)

four and a half miles that take the new line to the naval reservation at Pearl Harbor. Mr. Peck said: Courtesies in Washington.

"I received every courtesy at the hands of the War Department, and it required a number of interviews to straighten out the former misunderstandings, but when all the salient points to be covered had been thoroughly discussed, I found the officers of the general staff most cordial and willing to expedite the passage of the remodeled bill.

"I feel under special gratitude to General Leonard Wood, chief of staff, and to Major J. M. Carter, secretary of the general staff, also to Captain Hartmann of the quartermaster general's department, who went into the whole matter with great particularity at the instance of Quartermaster General Ayleshire.

"The chairmen of the respective military affairs committees of the House and Senate extended courtesies which assisted in getting the bill through, the time for action being really very brief as the session was nearly concluded.

Fort Kamehameha Extension.

"The question of extension to Fort Kamehameha is to be taken up at once by our company. It is our intention to build to that point. We have our right of way now to the naval reservation and from there to Fort Kamehameha it is a question of adjustment.

"Details of construction will not be determined until after the directors can meet.

Presidential Politics.

"The political pot was boiling briskly all over the country and all three parties were making great claims. The Taft men not only think they have a fighting chance, but expect most confidently to win back, on sober second thought, a large number of those who have been led away by the first calls of the Bull Moosers.

Side Trips.

"I visited the Republican national convention in Chicago, spending a week there in June, as there was no chance then to get anything done in Washington. Later I visited my former home in West Virginia, and after my work in Washington was finished attended to other business matters in New York City and Boston.

"Then I had a reunion with some old classmates in Milwaukee of thirty-three years ago and had a chance to see the wonderful development of that beautiful German-American city. I came to the Coast on the Olympian, the new crack train of the Chicago, Milwaukee and St. Paul to Puget Sound. I spent a day in Seattle and one in Portland, and at San Francisco was joined by my family, who had been spending a few weeks at Lake Tahoe.

"The voyage home in the Manchuria was delightful, but the greatest joy to us all is to return in good health to our Island home."

BY AUTHORITY

NOTICE.

Government Water to Be Shut Off.

The Government water will be shut off from 10 a. m. to 4 p. m. on Friday, August 30, 1912, in the district of Kaimuki, Palolo, Kapahulu, Kaalawai, Diamond Head and Kapiolani Park while making connections to the new mains.

J. M. LITTLE,
Superintendent of Honolulu Water Works. 5327-11

REGULATIONS GOVERNING THE DISCHARGE OF NITRATE OF SODA, SULPHUR AND OTHER SIMILAR MATERIALS UPON THE WHARVES OF THE TERRITORY OF HAWAII, AS AMENDED AUGUST 28, 1912.

21. No nitrate of soda, sulphur, or other similar materials shall be stored, awaiting transportation, upon any wharf within the Territory of Hawaii, unless the same be packed in sound and non-leaky containers. All nitrate of soda, sulphur or other similar materials so stored shall, at the expense of the consignee, be under the continuous care of a competent watchman until removed.

Masters, owners and consignees of nitrate of soda cargoes, sulphur or other similar materials must keep the wharf at all times swept clean and free of any loose nitrate of soda, sulphur or other similar materials during the entire process of unloading and removing the cargo. No loose nitrate of soda, sulphur or other similar materials will be permitted to be landed. In all cases nitrate of soda, sulphur or other similar materials must be landed from ships in sound containers.

During the process of discharging or removing said cargoes, it shall be obligatory on the part of the ship or agents of said vessel, to provide water containers of not less than fifty (50) gallons each at intervals of not less than fifty (50) feet apart with suitable buckets placed alongside each container; said containers to be filled with a solution of water and nitrate of soda to be used in the case of fire.

Any person or persons who shall violate the above Regulation shall be guilty of a misdemeanor and shall be subject to the penalties as provided by Section 9, Act 163 of the Session Laws of 1911.

MARSTON CAMPBELL,
Chairman, Board of Harbor Commissioners.

EMIL A. BERNDT,
Secretary, Board of Harbor Commissioners.

Adopted by the Board of Harbor Commissioners on August 28, 1912.

5327-30t

eral weeks.

The bond of Chrones and Corageorge has been set at \$1000 each, but no bail was forthcoming this morning and both were still in custody. Attorney W. T. Rawlins has appeared as counsel for Chrones.

Chrones is to be arraigned before the U. S. Commissioner Saturday morning at 10 o'clock, and his alleged partner in the smuggling is to receive his preliminary hearing at the same hour Monday morning.

ness though he was plainly antagonistic to Dr. Willoughby. Vans Agnew testified at some length concerning the authorship of the article, giving details as to its preparation with exactness. The cross-examination was along the line of bringing out whose ideas were used in the Journal article and whether the two veterinarians had discussed the subject touched on in the writing prior to its appearance. Dr. Vans Agnew was positive in his statements regarding authorship, but not so definite as to when he and Dr. Willoughby had had conversation concerning the subject.

Capt. Edward A. Sturges, the Adjutant of the 11th Cavalry, the next witness, was expected to introduce certain papers relating to an investigation made by Major McClure some weeks ago concerning the whole tangle of the three warring doctors. Gibson Scores Point.

Captain Gibson in an argument in support of his objection to this report of Major McClure being considered by the court either wholly or in part, worsted the Judge Advocate; as, after deliberation in closed session Gibson's objection was sustained. This turn of the case necessitated a change in Lieut. Wells' plan of attack and he so announced that fact, requesting until today at 1:30 this continuance was granted by the court.

It also developed that the presence of Major McClure, now on maneuver duty in California, will be required; and that former Lieut. Howell of the Medical Corps who lately resigned from the service but whose present address is unknown, will be an important witness for the prosecution. The three cases promise to be long drawn out and as Captain Gibson and Lieut. Wells are well known as skirmishers, no rapid progress towards completion is expected, particularly if adjournment be taken to await the arrival of Major McClure and the securing of Dr. Howell's testimony by deposition.

WHO'S WHO ON THE MANCHURIA

Thirty missionaries, a half hundred round-the-world tourists, a delegation of employes of the Philippine Insular government, returning from vacations spent on the mainland, and a real live Russian count, are numbered among the 184 cabin and 44 second-class passengers who reached Honolulu early this morning in the big Pacific Mail liner Manchuria.

Fifty-nine first class and 18 second-class passengers left the vessel at this port, among them being a number of prominent Honolulu people who have been absent in the States on business or pleasure.

A stay of nearly twelve hours at this port afforded the through passengers in the Manchuria an abundant opportunity of viewing the scenic delights of the island at first hand. There was a lively demand for promotional literature from the expectant traveler upon the arrival of the liner at the quarantine anchorage this morning.

In the long list of passengers to arrive in the Manchuria were noted the following:

R. W. Atkinson, connected with the Hawaiian Dredging Co., is back to his home after a trip abroad.

W. E. Brown, wife, son and daughter have returned to their island home. Mrs. Mary A. Gunn returned after a two and a half years' absence from the islands.

Cal. C. H. Laugheimer of the U. S. marines is also a passenger for Honolulu and will return to the Coast on the Ventura. While in Honolulu he is to make an inspection of the marine corps.

Mr. and Mrs. A. Lewis Jr., who have been touring in Europe and America, are home after a most enjoyable trip. L. Tenney Peck returned in the Manchuria after a trip to Washington, D. C. having put through a bill for the extension of the Rapid Transit line to Pearl Harbor. He is accompanied by his wife, son and Mrs. A. V. Locke.

W. D. Mead and A. P. Wright, passengers in the Manchuria, come to join the firm of Wall & Dougherty. These men are classed as experts in their line of business, and have been connected with Messrs. Shreve & Co. of San Francisco for many years.

Chalmers A. Graham, the well-known representative of the Valvoline Oil Co. of New York, is on his annual trip to the Orient in the Manchuria. He will spend three weeks in the islands, calling on the plantations. He wears the same old smile.

R. R. Hope, the Portland manager of the United States Steel Products Co., is making a trip to the Orient on account of his health. He is accompanied by his wife and daughter.

Mrs. Emma D. Lewis and her daughter

GEN. HARTWELL'S CONDITION SLIGHTLY IMPROVED

The condition of General A. S. Hartwell, who is seriously ill at his home, was reported at noon today to be slightly improved.

The steamer Claudine, which was chartered to bring members of his family from Hawaii to his bedside, is expected to arrive some time this afternoon with Mrs. Sorenson and Mrs. Carter, two daughters of Gen. Hartwell.

MANOAITES TO GET ROAD MONEY

Thirty-five hundred dollars, to be spent on Manoa streets and roads before the end of the year, is the promise that Manoa residents have secured from Chairman Dwight of the supervisors' road committee, McClellan and Lov.

At least, the Manoa leaders believe that the promise will be made good at noon tomorrow by the introduction of a resolution to that effect, backed by these three influential members of the board. Some of the Manoa citizens will be on hand at the meeting.

ROOSEVELT HITS AGAIN

(Associated Press Cable)

BENNINGTON, Vermont, August 28.—Gen. Roosevelt today added a new feature to the sensational charges of corruption influence gained through contributions by "Big Business" to the Roosevelt campaign fund of 1908 when he declared that Senator Penrose, who is now leading the attack against him, is the agent of the Standard Oil Company in three attacks on the Pennsylvania-Archipel charges confirm his accusation of a hostile alliance.

Mr. Mabel De Noon, are making a tour of the world. Mrs. Lewis and Miss De Noon are prominent San Franciscans. They are traveling with Mrs. F. W. Beardslee, also of San Francisco, and Mrs. W. B. Cline, Miss Catherine Cline, Miss Alice Cline and Miss Helen Montague, all very prominent in social affairs of Los Angeles.

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ROOSEVELT HITS AGAIN

(Associated Press Cable)

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D. A. Connolly and wife, also with prominent San Francisco, are making a tour of the world as passengers in the Manchuria.

Count Vladimir Ledochowski, a Polish nobleman, is traveling around the world and intends spending some time in Indo-China, where he will hunt large game. Before returning to Europe he intends to visit South Africa, also there to hunt. He is accompanied by E. A. M. Laing of London.

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