

CARGO AND CABIN

JOB FOR ONE THOUSAND MEN

One thousand men can find employment along Honolulu's waterfront on Wednesday, according to declarations made by local stevedores who anticipate one of the busiest days for weeks past.

Three United States army transports, one Matson and a Pacific liner will serve to keep things moving at a lively pace in shipping circles.

The transport Sheridan, from Manila by the way of Nagasaki, Japan, should arrive here this afternoon. This vessel goes to the navy wharf, and while not demanding a great deal of attention from local stevedores will receive some lines of supplies during the four or five days that the troopship remains here, pending a departure for San Francisco, in company with the transport Sheridan.

The transports Sheridan and Logan, from San Francisco with officers, headquarters staff, enlisted men and personal effects of the Twenty-fifth Cavalry and coast artillery to arrive here on Tuesday will create a decided stir along the front. The Sheridan will berth at the railway wharf, while the Logan has been assigned by Harbor-master Foster to the Oceanic wharf.

The discharge of troop accoutrements and supplies from both the Sheridan and Logan will serve to keep a large force of men occupied for several days. Then comes the coaling of the two San Francisco bound troopships. The Sheridan is believed will require between a thousand and fifteen hundred tons fuel in order to carry her back to the coast. The Logan is slated to receive 550 tons coal before her departure for San Francisco.

The American-Hawaiian freighter Mexican is expected to show up off the port at an early hour tomorrow morning, bringing several thousand tons cargo transhipped at Salina Cruz, from Atlantic steamers, and also supplies and merchandise gathered at San Francisco. The Mexican has omitted a call at Sound ports on this trip, but nevertheless will require a force of men to discharge this vessel in time to maintain the regular schedule of sailing for the island ports.

The Matson Navigation steamer Lurline from San Francisco with 2425 tons freight from the mainland is another arrival listed for tomorrow. The Lurline is to be berthed at Hackfeld wharf.

The Pacific Mail liner Siberia should reach the port on Wednesday morning, but at a time when the transports Sheridan, Sherman, Logan and liners Lurline and Mexican are at the port and demanding attention.

Wednesday will probably see business at the port at its height.

Tanker Herra Four the Rough Spots
It was far from being a pleasant trip the last voyage of the Associated Oil Company's fine tanker W. F. Herra, that showed up off the harbor late Saturday afternoon, bringing 50,000 barrels fuel oil consigned to the local branch of the company.

From the time of leaving the Pacific coast until a few days before reaching the islands, the Herra was subjected to the violence of both wind and waves. The wireless equipment on board served to keep Captain McDonald and his officers in touch with the happenings along the mainland and the world in general. The steamer Herra and the now wrecked Rosecrans were lying at adjoining wharves at the coast oil port, and Captain McDonald learned with much regret the disaster of the Rosecrans which resulted in the death of several officers and men.

The Herra has been discharged of the shipment of oil and is being prepared for sea today.

Sparks From the Wireless
Wireless messages received from trans-Pacific liners include the following:
P. M. S. S. Siberia, en route from San Francisco to the Orient, is bringing 118 first-class and twenty-seven second-class passengers for Honolulu, with 225 tons of freight and 200 sacks of mail. The steamer has forty-seven first cabin through passengers, fourteen second cabin, and 125 Asiatics. All's well.
M. N. S. S. Lurline, en route from San Francisco, expects to reach quarantine at noon Tuesday. She was 528 miles from Honolulu at eight o'clock last night.

Lumber Carrier Makes Port
After riding at anchor off the harbor Saturday night, the American schooner Fearless was brought to a berth at the railway wharf yesterday morning, following a twenty day passage from Grays Harbor. The Fearless is to be discharged of 885,000 feet of lumber consigned to the City Mill Company.

HARBOR NOTES

The Inter-Island steamer Claudine is sailing for Maui ports at five o'clock this evening.

A large list of passengers destined for Kona and Kau ports is booked to depart in the steamer Kilauea to sail at noon tomorrow.

Taking cargo destined for windward ports along Kauai, the Inter-Island steamer Noleau is on the boards to sail for the Garden Island at five o'clock this evening.

Completing the discharge of a shipment of lumber, the American schooner Dauntless is on the berth for dispatch for Puget Sound today. The vessel will sail in ballast.

A general cargo for the Big Island is dispatched in the steamer Wallale today. The vessel is to call at Honokaa, Kukuihaele and Paunahou. The Wallale carried no passengers.

An unfounded rumor gained considerable circulation yesterday that the two United States army transports had appeared off the harbor. Port officials were kept busy denying the rumor.

According to cables received at the local branch of the Merchants Exchange, the Matson Navigation steamer Enterprise is reported to have sailed from San Francisco for Hilo on last Saturday.

Tuesday's sailings include the steamer Likelike, for Maui, Molokai and Lanai ports at five o'clock in the evening. The vessel is to call at Honokaa, Kukuihaele and Paunahou. The Wallale carried no passengers.

An unfounded rumor gained considerable circulation yesterday that the two United States army transports had appeared off the harbor. Port officials were kept busy denying the rumor.

According to cables received at the local branch of the Merchants Exchange, the Matson Navigation steamer Enterprise is reported to have sailed from San Francisco for Hilo on last Saturday.

Interisland Steamers Bring Varied Cargoes.
Cargoes ranging from sugar to paving blocks were received with the arrival of four interisland steamers on Saturday night and Sunday morning. The Claudine from Maui ports, and completing her first trip under the new and shorter schedule was an arrival a few minutes after midnight on Saturday. The vessel brought 26 packages sundries. Fair weather was encountered on the trip.

The Maui, Molokai and Lanai coasting steamer Likelike returned early Sunday morning with 120 head hogs, 44 packages sundries, 20 head cattle, 24 crates chickens, 36 barrels wax, 7 cases honey, 39 bales hides and other lines of cargo. The Likelike met with light trades and smooth seas.

From Kauai, with a large amount of sugar, the Kinau was an early arrival Sunday morning. The vessel brought 7 barrels of wax, 40 cases of honey, 36 empty barrels, 7900 sacks of sugar and 113 packages of sundries.

The Interisland steamer Maui from Hilo and the way ports returned with 4700 hardwood paving blocks. This vessel also brought empty gasoline tanks.

Many Travelers in the Lurline.
The Matson Navigation steamer Lurline is bringing down a fair list of cabin passengers on the present trip from San Francisco. A late wireless received at the agency of Castle & Cooke yesterday was to the effect that the vessel would arrive at Honolulu at noon Tuesday with 59 cabin and seven steerage passengers.

The Lurline is also well filled with freight from the mainland, the total cargo being placed at 2425 tons for Honolulu, 450 tons for Kahului and 135 tons for discharge at Kaunapali. The freight for the last named port will be transhipped at Honolulu to another vessel.

A later mainland mail amounting to 127 sacks is due to arrive in this vessel. In the freight are included 14 automobiles and 92 packages express matter.

The Lurline will be berthed at Hackfeld wharf.

Lurline Report.
Honolulu, January 13, 1913.
The following wireless message has been received by the agents of the S. S. Lurline, bound for Honolulu:
S. S. Lurline, 8 p. m., Jan. 12, 1913.—For Honolulu: 59 cabin passengers, 7 steerage, 127 sacks of mail, 92 W. F. X. matter, 14 automobiles, 2425 tons cargo. For Kahului: 450 tons cargo. For Kaunapali: 135 tons cargo. Ship will arrive Tuesday noon and dock at the Hackfeld wharf.

Kauai sugar mills are turning out the product in earnest judging from the reports of the accumulation of sugar on this island and awaiting shipment. Purser Akau reports as follows: K. S. M., 109; V. K., 1300; G. & R., 10,800; M. A. K., 21,605; M. B., 26,074; K. P., 6190; L. P., 5100.

STEAMSHIPS NOW HAVE EARS

Ears for steamships. This is the latest device for preventing disaster at sea. Put less metaphorically, submarine bell-signalling has been perfected to such an extent that it is now coming into world-wide use as a safeguard for navigation. When lighthouses and lightships are ineffective in times of fog the warning bell beneath the waves is a certain monitor of danger, and the belief is that as an attachment to vessels the bell would at such times prevent collision.

The growth of submarine bell signalling is one of the most striking things in recent maritime history. Few developments have been achieved with so little publicity. Quietly, yet efficiently, a new sense has been developed for ships at sea, a sense that enables them to follow a coast-line or negotiate a narrow channel almost as safely in fog as in fair weather. In 1901 the first submarine bell was hung beneath the waves of the coast of Massachusetts, and for three years its note of warning passed unheard except by those who are conducting the experiments. In 1904 the first ocean-going ship was fitted with submarine "ears," and today over 130 stations in the northern hemisphere are sending out submarine warning signals or are being equipped for the purpose. Nine hundred ships of the world's navies and mercantile marine are ready to receive or exchange such warnings.

There is something eerie in the idea of a monster vessel shuting, as it were, her eyes in a fog and relying instead upon ears beneath the ocean. Yet such is really the case with the new invention. Directly a fog arises today boats equipped with bell signalling devices transfer their nerve centers from the navigating bridge to the keel. Telescopes and glasses give place to the sensitive diaphragm beneath the waves, and the closest watch is kept for the warning wavebeats of the submarine bell. These, with a few exceptions, are coded and indicate by the frequency of the beats the exact whereabouts of the ship. So sensitive are these instruments that distinct signals can be received by ships of big draught at a distance of ten miles from three to five miles distant. So certain is the submarine signal in its action, and so rapid are the strides in its development, that the time promises to be near at hand when collision between ships properly equipped will also be impossible, unless the officers in charge are guilty of negligence.

Nearly all the big British shipping companies have equipped their principle vessels with the protective device. Those who have refrained so far are mainly concerned with traffic in the southern-seas and far east.

FRESH FINANCIAL MIX THREATENS
When the board of supervisors meets tonight it will have a nice little problem to solve. What to do with the "monthly men", those employees, employed by the city and county by the month, who have been ordered supplanted by Democrats, is vexing the brains of the administration.

Under a resolution passed at a recent meeting, these men are to quit Jan. 15, day after tomorrow. Under the opinion handed the board at a subsequent meeting by Deputies, these employees are under an implied contract, and the board runs the chance of bringing a number of suits upon the city if it insists upon ousting the men Wednesday.

The first question which the board will have to solve tonight is whether to extend the time of the monthly employees or to live up to the letter of the former resolution. If an extension of time to the end of the month is granted the danger of suits for additional pay is averted, but another question comes up.

The new appropriation bill, which will be up for discussion tonight, cuts down the salaries of many of the officers in the various city departments but the old employees were to be paid under the old appropriation bill. The board will find itself therefore facing a deficit which will have to be supplied by special resolution.

There will have to be a special resolution anyway, thinks the city and county clerk, who points out that in such departments as the city and county attorneys, where the salaries have been cut several hundred dollars a month, the difference between the salaries paid up to and including January 15, and the salaries allowed under the new appropriation bill, will have to be met anyhow, by a resolution.

"It's a beautiful mix-up any way you take it," said one of the city auditor's staff, and goodness knows how the board is going to get out without being worse snarled up than it is now.

LOCAL TROOPS

(Continued from Page 1)

6th and 75th companies of Coast Artillery, besides a number of officers bound for Honolulu and Manila, are expected early tomorrow morning, and with three troop ships in port at the same time, the army will hold the center of the stage for a few days. The two regiments and three artillery companies take up most of the available accommodations, and a number of officers' wives and families have to travel by the mail steamers to join their husbands here.

On the arrival of the two transports from the Coast, the troops will be disembarked and sent to their respective stations as soon as practicable. Captain Ralph Lister, quartermaster corps, the officer who as assistant to the chief quartermaster of the department looks out for the transport service, will have his hands full, transferring organizations and property.

The Fourth Cavalry will proceed to Schofield Barracks by train, and move into the cantonment just vacated by the Fifth, and that regiment, coming to Honolulu by train, will board the Sheridan. The Twenty-fifth Infantry, with the exception of the band, will march to Schofield, making the trip in two days, while the musicians, carrying their heavy instruments, will be sent out by rail. The 10th company will march to Fort De Russy, and there go into permanent camp, while so little publicity. Quietly, yet efficiently, a new sense has been developed for ships at sea, a sense that enables them to follow a coast-line or negotiate a narrow channel almost as safely in fog as in fair weather. In 1901 the first submarine bell was hung beneath the waves of the coast of Massachusetts, and for three years its note of warning passed unheard except by those who are conducting the experiments. In 1904 the first ocean-going ship was fitted with submarine "ears," and today over 130 stations in the northern hemisphere are sending out submarine warning signals or are being equipped for the purpose. Nine hundred ships of the world's navies and mercantile marine are ready to receive or exchange such warnings.

There is something eerie in the idea of a monster vessel shuting, as it were, her eyes in a fog and relying instead upon ears beneath the ocean. Yet such is really the case with the new invention. Directly a fog arises today boats equipped with bell signalling devices transfer their nerve centers from the navigating bridge to the keel. Telescopes and glasses give place to the sensitive diaphragm beneath the waves, and the closest watch is kept for the warning wavebeats of the submarine bell. These, with a few exceptions, are coded and indicate by the frequency of the beats the exact whereabouts of the ship. So sensitive are these instruments that distinct signals can be received by ships of big draught at a distance of ten miles from three to five miles distant. So certain is the submarine signal in its action, and so rapid are the strides in its development, that the time promises to be near at hand when collision between ships properly equipped will also be impossible, unless the officers in charge are guilty of negligence.

Nearly all the big British shipping companies have equipped their principle vessels with the protective device. Those who have refrained so far are mainly concerned with traffic in the southern-seas and far east.

Two battalions of the Twenty-fifth will go directly into the cantonment at Schofield which has just been vacated by the Second Infantry, and the other battalion will go into camp, the officers' tents being pitched in northward continuation of the present line, while the men will camp in the rear of the present two-battalion barracks.

One of the companies at Kamehameha will camp adjacent to the 12th gun battery, while the other will pitch its tents near the emplacements of the mortar battery. The 10th company, at Fort De Russy, will camp just in the rear of the 6-inch battery. The officers of the 10th company will be given quarters at De Russy, but those of the two companies at Kam will have to tent it.

All in all this is the biggest military move that Hawaii has seen since Uncle Sam's troops first came here. Two regiments of cavalry, two of infantry and three companies of coast artillery figure in it, and it will be some weeks before the organizations are settled down to the regular routine of garrison life.

Exclusive of the list of officers of the Twenty-fifth Infantry, and the three coast-artillery companies, which has heretofore been published, following are the passenger lists of the Sheridan and Logan.

On the Sheridan, of the Fourth Cavalry—Colonel W. D. Beach, Lieutenant Colonel J. G. Galbraith, Major L. Hardeman, Major Guy Preston, Major E. Harrison, Captain L. C. Scherer, Captain E. Linsley, Captain J. O'Shea, Captain C. C. Smith, Captain J. S. Fair, Captain S. Coleman, Captain J. E. Fehet, Captain C. Briand, Captain G. N. Kimball, Lieutenant J. C. Righter, Lieutenant J. E. Stejdl, Lieutenant W. B. Renziehausen, Lieutenant W. C. Cardenbire, Lieutenant S. G. Megill, Lieutenant L. W. Pranty, Lieutenant C. J. Naylor, Lieutenant W. S. Martin, Lieutenant S. W. Cook, Lieutenant A. A. Cowles, Lieutenant O. N. Tyler, Lieutenant A. M. Milton, Lieutenant C. K. Lyman, Lieutenant R. M. Cheney, Lieutenant H. W. Hall, Lieutenant E. C. Cullum, Lieutenant R. S. Donaldson, Lieutenant P. J. Kieffer, Lieutenant H. H. C. Richards, Lieutenant A. L. P. Johnson, Lieutenant A. G. Rudt, Lieutenant H. A. Flint, Lieutenant W. Nalle, Lieutenant W. E. Dorman, Veterinarian A. L. Mason, Veterinarian R. M. Duffington.

On the Logan—Honolulu, Colonel J. S. Rogers, Infantry, Manila, Major H. W. Barker, Philippine scouts; Major J. M. Petty, Philippine scouts, Honolulu, Captain S. H. Bell, First field artillery, Manila, Captain M. C. Kerth, Fifteenth Infantry, Honolulu, Captain Charles S. Lincoln, Second Infantry; Captain H. C. Williams, First field artillery; Captain D. W. Hand, Second field artillery; Captain Roger O. Mason, First field artillery, Manila, Captain James M. Loud, Eighth Infantry, Honolulu, Lieutenant A. Cook, Second Infantry, Manila, Lieutenant F. C. O'Loughlin, Philippine scouts; Lieutenant F. C. Killin, Philippine scouts; Lieutenant D. D. Tompkins, Eighth Cavalry, Manila, Lieutenant Matthew J. J. Tomer, Philippine scouts; Lieutenant M. S. Lohard, medical reserve corps; Lieutenant C. H. Halliday, medical reserve corps, Honolulu, Lieutenant Robert E. Guthrie, coast artillery corps; Lieutenant F. D. Apollin, coast artillery corps; Lieutenant G. V. Packer, First Infantry, Manila; Lieutenant I. Jones, First field artillery; Lieutenant George S. Gray, First field artillery, Honolulu; Lieutenant F. L. Whitley, First Infantry, Manila, Lieutenant H. A. Seymour, Philippine scouts; Lieutenant L. J. Nichols, Philippine scouts.

ARRIVED
Sunday, Jan. 12.
Maui ports—Claudine, stmr., a. m.
Kauai ports—Kinau, stmr., a. m.
Monterey—W. F. Herra, Am stmr., a. m.

PASSENGERS ARRIVED
Per stmr. Kinau, from Kauai ports, Jan. 12—C. B. Gage, Mrs. Kalani, Rev. K. Shirashi, Mrs. Wm. Eberling, Mrs. C. W. Stanley, S. A. Strader, Mr. Jardine, Mrs. Jardine, Miss Jardine, Miss R. Puol, E. W. Hulse, M. A. Nichol, F. T. P. Waterhouse, F. B. Enos, Chang Hoon, Miss Mabel I. Wilcox, Mrs. Chang Hoon, Chock Sung, Master Chock Sung, Wm. Elliott, Mrs. McQueen, Mrs. Wolters and child, E. W. Kopke, J. D. Tucker, W. E. Wall, H. Isenberg, Miss Brewer, Francis Gay, Mrs. A. Lindsay and child, and 52 deck.

Per stmr. Claudine from Kahului, Jan. 12—Ed. Thompson, T. Soper, T. R. Neal, O. C. Woodstock, J. Milne, John Gomes and wife, Lum Won, Mrs. O. C. Brede, F. Sackwitz, Roy Palmer, Mrs. F. Baker, J. Moikeha, Miss Moikeha, Father Maximin and 19 deck.

Per stmr. Likeike, from Maui and Molokai ports, Jan. 12—S. Chapman, W. M. Vincent, Miss H. H. Kaabanui, C. H. Cooke, Dr. and Mrs. Judd, Mrs. J. Munro and 20 deck.

PASSENGERS DEPARTED
Per str. Mauna Kea, for Hilo via way ports, Jan. 11—Mrs. J. W. West and infant, Mrs. A. Cameron, W. L. Severance, Miss H. Severance, Mrs. B. Walbridge, C. H. Well, Mr. and Mrs. J. F. C. Hagen, Miss K. Kekele, Jno. Silva, H. L. Lyon, J. B. McSwanson, Mr. and Mrs. W. G. McQuarrel, G. L. Givillini, A. E. Austin, Mr. and Mrs. A. G. Eames, Mr. and Mrs. F. G. Hummel, Mr. and Mrs. C. S. Carlsmith, Mr. and Mrs. Holmes, A. S. Cantin.

PASSENGERS BOOKED
Per Stmr. Claudine, for Maui ports, Jan. 13—E. W. Hulse, M. A. Nicoll, W. W. Taylor.
Per str. Kilauea, for Kona and Kau ports, Jan. 14—Miss C. Medeiros, Mrs. P. Correa, Master P. Correa, Mr. and Mrs. C. W. Burckett, Jas. Morse, M. Jacobs, Mrs. W. F. Williams, J. P. Purts.
Per str. Likelike, for Maui and Molokai ports, Jan. 14—Miss H. McCorriston, L. M. Judd, Geo. McCorriston, Mr. and Mrs. H. McCorriston.
Per str. Kinau, for Kauai ports, Jan. 14—A. M. McBryde, Mrs. E. S. Goodhue, Mr. and Mrs. J. K. Cockett.
Per stmr. Mauna Kea, for Hilo, via way ports, Jan. 15—Mr. and Mrs. C. Y. Burckett, Mrs. Sutter, Miss McLarrin, J. W. Waldron, A. Oaaki.
Per stmr. W. G. Hall, for Kauai ports, Jan. 16—Mr. and Mrs. William Dean, Mrs. J. H. Bole, A. M. McBryde, L. W. Branch, Mr. and Mrs. F. G. Hummel, A. Garty, J. T. McCrosson, Philip Stringer, Mr. and Mrs. F. C. Stringer.

LOCAL TROOPS

Superintendent Bishop of the department of public works, believes the plans for the Waikane wharf, on the windward side of Oahu, can be changed to permit its construction within the appropriation of \$7500 and at the same time make the pier a practical landing. With Ewen Low and L. L. McCandless the superintendent visited the site last Saturday.

The original plans proved too extensive, the board of harbor commissioners discovering that the contract could not be let for less than approximately \$10,000. The difficulty to be surmounted in revising the plans is to erect a wharf extending out through shallow water to a depth permitting the approach of large vessels. It is thought now that this problem will be solved by extending merely a track from the shore out to the wharf, on this track to convey the merchandise between the land and the pier.

THINKS WAIKANE TANGLE SOLVED
Superintendent Bishop of the department of public works, believes the plans for the Waikane wharf, on the windward side of Oahu, can be changed to permit its construction within the appropriation of \$7500 and at the same time make the pier a practical landing. With Ewen Low and L. L. McCandless the superintendent visited the site last Saturday.

The original plans proved too extensive, the board of harbor commissioners discovering that the contract could not be let for less than approximately \$10,000. The difficulty to be surmounted in revising the plans is to erect a wharf extending out through shallow water to a depth permitting the approach of large vessels. It is thought now that this problem will be solved by extending merely a track from the shore out to the wharf, on this track to convey the merchandise between the land and the pier.

LOCAL AND GENERAL
The steamer Iwaloa was listed for dispatch for Mahukoua and Kawaihae today, taking cargo and late mails but no passengers.

The new Barber Shop at the Young Hotel will open tomorrow morning. Magnificent equipment—strictly modern and sanitary—advertisement.

WANTED AND WANTED-ADU
WANTED.
Couple to join party in housekeeping in desirable neighborhood, to derive expenses. Address "M. M.", this office. 5442-91.

FOR SALE.
Purbank spineless cactus leaves. Ap. Paul R. Isenberg. Phone 2378. 5442-1w.

RUGS FOR SALE.
Special sale for ten days: Oriental Rugs that will wash and stand the sun. Also real faxes. Gibara, 1128 Fort St. 5442-21.

NEW TODAY
NOTICE
My wife, Ellen Douglas, having left my bed and board, I will not be responsible for any debts contracted by her. 5442-11. GEO. DOUGLAS.

Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1893, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by HONOLULU STAR-BULLETIN, LTD., Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON... General Business Manager
MEMBER ASSOCIATED PRESS.
PLAT RATE FOR DISPLAY ADVERTISING OVER 2000 INCHES... UNTIL JAN. 1, 1913 (Preferred Position 20%) 15c PER INCH
TRANSIENT RATE, \$1.50 first insertion and subsequent issues pro rata CLASSIFIED, One Cent per word—30 cents per line per week.

AVERAGE DAILY CIRCULATION JULY-OCTOBER 4882
MAIN OFFICES 1050 ALAKA STREET
Telephone—Editorial Rooms 2184; Business Office 2256
BRANCH OFFICE MERCHANT STREET
Telephone 2205
SUBSCRIPTION RATES:
DAILY STAR-BULLETIN
Per Month, anywhere in United States \$.75
Per Quarter, anywhere in United States 2.00
Per Year, anywhere in United States 8.00
Per Year, postpaid, foreign 12.00
SEMI-WEEKLY STAR-BULLETIN
Per Six Months \$ 1.00
Per Year, anywhere in United States 3.00
Per Year, anywhere in Canada 3.00
Per Year, postpaid, foreign 4.00

Address all Communications to Honolulu Star-Bulletin, Ltd., Honolulu, T. H.

LUKA TO RELIEVE

(Continued from page 1.)
thing in its favor the Kestrel is not expected to arrive here much before January 22nd.

The Luka, under the command of Captain Piltz, is believed can cover the distance between Honolulu and Fanning in eight days, with favorable weather conditions as exist at the present time.

Dray loads of stores and provisions were sent to the little vessel now moored near the foot of Port street this morning.

The Luka is to take supplies for the British cable staff of officials and will also proceed to Christmas Island where Father Rougier, the south sea copra king, has his plantation camp, where the balance of freight will be discharged.

Five tons of refrigerated supplies were included in the order to be filled at Honolulu. The Luka is also to take on a quantity of distillate and gasoline. As the vessel is fitted with auxiliary engines no delay is expected in reaching destination.

The remainder of supplies which have been accumulating at Honolulu with the arrival of the Canadian-Australian steamers has been ordered forwarded in the Kestrel, which is believed will depart for the south sea along the latter part of the month.

The schooner Florence Ward, may also be pressed into service should the demand for additional provisions become imperative.

From what can be learned here, Fanning Island cable station is not as plentifully supplied with provisions as the Midway station. It is claimed that at Midway supplies to last the little colony for a year are carried in stock.

At Fanning Island, considerable dependence has heretofore been placed on the occasional visits of the Canadian-Australian liners. When these vessels were withdrawn from the service, much of the supplies were then received from New Zealand, through coasting steamers or schooners.

The call for immediate assistance sent to Honolulu on Saturday would indicate that the situation is a serious one.

CITY STREETS

(Continued from Page 1)
He has already considered the using of wooden blocks and bitulitic paving material, but as yet he has not fully made up his mind as to which would be the best for this purpose. Director-General Chillingworth and the other members of the various committees have received this plan with enthusiasm, and it is believed that the board of supervisors will comply with the plans of Mr. Petrie, but they will have to hustle.

The committee on horse-driven floats, of which John Hughes is chairman, will hold a meeting this afternoon at four o'clock for the purpose of dividing the work among the various members of the committee. According to chairman Hughes, the entries in this section of the parade this year will break all previous records, as many of the merchants and other businessmen have expressed their willingness to take an entry. Some of the floats will be on an entirely new plan, and many features have already been promised. The Japanese are showing tremendous enthusiasm in this section of the parade, and will go into it on a bigger scale than ever before.

The committee on horse-driven floats is composed of John Hughes, chairman; Eben Low, M. C. Pacheco, A. P. Taylor, George Yalada, W. Kwai Fong, and John Wise.

THE WESTERN AND HAWAIIAN INVESTMENT CO., LTD.
RESOURCES AND LIABILITIES AS OF DECEMBER 31st, 1912.

RESOURCES	LIABILITIES
Loans on real estate \$101,979.57	Head Office \$106,779.95
Real estate \$ 3,844.50	
Furniture and fixtures 312.50	
Cash in hand and in bank 643.33	
	\$106,779.95

Territory of Hawaii
City and County of Honolulu
J. B. Gibson, Manager.
J. B. Gibson, Manager of The Western and Hawaiian Investment Company, Limited, do solemnly swear that the foregoing Statement is true to the best of my knowledge and belief.
HENRY C. HAPAI,
Notary Public, 1st, Judicial Circuit, T. H.

Subscribed and sworn to before me this 12th day of January, 1913.
5442-21.
Notary Public, 1st, Judicial Circuit, T. H.

New Y.M.C.A. Members

Do You Want To Bowl?
Attend the Bowling Meeting in Cooke Hall, Y.M.C.A.
Next Tuesday, at 7:45 p.m.
When the League will be organized

The following Clubs have entered:
Honolulu, Laiti Club,
Cosmos, Brunswick-Balkes,
Healani and Myrtle Boat Clubs

HAVE YOUR BAGGAGE HANDLED BY RELIABLE BAGGAGE-MEN

City Transfer

(JAS. H. LOVE)