



MANY NEW OFFICERS ARE NOW FOUND ON STEAMSHIP CLEVELAND

A number of officers in the Hamburg-American line excursion steamer Cleveland will pay their initial visit to Honolulu with the arrival of the vessel with its large host of round-the-world tourists this afternoon.

Captain Christian Demppwolf, the former well known master of the Cleveland, has been promoted to a larger liner in the Atlantic service.

Local shipping men will have occasion to meet for the first time Captain Th. Kier. The new skipper is a young man and rated high as a competent navigator in the Hamburg-American service.

That the Cleveland has covered her three months' cruise, and maintained the schedule to the minute, speaks well for the capabilities of Commander Kier.

C. Vogelsang, the traveling representative of the Hamburg-American line, who has made his third visit to Honolulu with Cleveland excursionists, will be given a hearty greeting by local port officials.

The official family of the steamship Cleveland, which is to remain here until Saturday morning before resuming the voyage to San Francisco, includes the following:

Capt. Th. Kier, commander; Fr. Kruse, 1st officer; Ch. Stehr, chief engineer; C. H. Hill, 2d officer; R. Scheller, 3d officer; M. Mattek, 4th officer; Th. Herrmann, 5th officer; H. Koch, 6th officer; O. Beckmann, 7th officer; Dr. A. Luebbert, 1st physician; Dr. C. Fickert, 2d physician; D. Peinert, chief purser; P. Franzen, purser; R. Peplien, provision master.

A large and fully equipped tourist office staff is carried with the Cleveland. Under the able direction of C. Vogelsang, who is the general manager of the excursion, the following assistants look well after the requirements of five hundred or more travelers.

They are: C. Vogelsang, representative; C. Schorer, G. Kich, L. Lindes, W. H. Mita, W. H. Stamey, L. D. Stone, L. Weidmann, G. Wedekind, A. Hirsch, A. Pratsch, F. Zeschke.

Merchandise and supplies for Maui Importers is aboard the Matson Navigation liner Hogoulan that is reported to have sailed from San Francisco on Tuesday evening.

The big steamer should arrive here on Jan. 28th with 2571 tons of cargo for this port; 238 for Kahului, 127 for Port Allen, and forty-two for Kaanapali.

Local Notice to Mariners. Hawaiian Islands—Molokai Island, south shore—Kainakal Range Rear Light, previously reported extinguished, was relighted January 22, 1913.

By order of the Commissioner of Lighthouses: A. E. ARLEDGE.

Passengers Departed. Per bark Andrew Welch for San Francisco—Captain Harris, J. B. Barlow, J. M. Bouker, Miss E. Trimmis, J. B. Monteth.

The steamer Klauca, sailing for Kona and Kau points at noon tomorrow is taking a fair sized list of passengers.

An early hour tomorrow morning will in all probability witness the departure of the Pacific Mail liner China for the Orient.

Six hundred and fifty tons coal will be supplied the Pacific Mail liner China to arrive here from San Francisco that afternoon.

A half dozen cabin passengers, and a quantity of sugar ballast left in the bark Andrew Welch, which sailed for San Francisco this morning.

Nineteen days from Honolulu, the schooner Bamble is reported to have arrived at Port Gambles yesterday. The vessel left a large shipment of lumber at Honolulu.

Passengers, late mails and a large general cargo will be dispatched for Maui ports in the Inter-Island steamer Claudine, scheduled to sail at five o'clock tomorrow evening.

The Inter-Island steamer Mikahala has been placed on the berth to sail for Kaula points at five o'clock this evening, taking passengers and general cargo in place of the Hall.

Alaska wharf is being cleared of an accumulation of freight with a view of the arrival of the Hamburg-American excursion steamer Cleveland. The German liner will receive a quantity of coal during the stay at the port.

Castle and Cooke have been advised

PASSENGERS BOOKED.

Per str. Mikahala, for Kaula points, Jan. 23.—A. H. Rice, wife and two children, A. Horner, Mrs. C. Wolter and child, Miss Brewer, Mrs. H. Isenberg, Mrs. J. F. McIntyre, T. E. Neal, Rev. G. F. Williams, Mr. and Mrs. A. S. Wilcox, F. L. Hadley, D. Oskolowicz, S. Starrett.

LIVELY TIMES ON BOARD CLEVELAND

Some interesting gossip of the Cleveland passengers appeared in the Manila papers while the big excursion steamer was in that port. The following will be of interest here:

Without a minister and a newspaperman aboard ship no round-the-world tour would be complete. Rev. C. C. Champlin of San Francisco represents the clergy, and Arthur Rollins Keesling, editor of the Logansport (Indiana) Journal, is a live representative of the newspaper game.

Mr. Keesling, accompanied by Mrs. Keesling, is taking the round trip but they state positively they are coming back to Manila in fact, Mr. Keesling says he fell in love with Manila before he saw the city, but that may be due to Major Legala's blandishments.

Romance, too, is in the air, and from various sources it is whispered there are a number of matings all but announced, and is authoritatively given out. Miss Myra Baeder, of New York city, who is traveling with her mother, Mrs. H. H. Baeder, has had her heart won by Herr Bergwerksbesitzer of Essen on the Rhine. He is said to be a very wealthy mine-owner in Germany, is traveling chambre de luxe, with a suite of rooms and servant, and while he spends the greater portion of the time in Paris and London, he owns a castle on the Rhine.

While walking on the deck with his wife in Diamond Harbor, near Calcutta, India, John J. Watson, of Jamestown, Rhode Island, dropped dead from heart failure. The body was embalmed and is being taken to the United States for burial. Mrs. Watson is continuing on the voyage, as under the circumstances it was deemed advisable that she remain with the ship, where she has many sympathetic friends, rather than turn back on another ship for the homeward trip.

Unfortunately Captain Kier, commander of the Cleveland, has been ill for several days with a high fever, and was unable to come ashore as he very much desired to do. First Officer Fritz Kruse, in a chat with a Cablenews-American reporter, stated the captain has many friends in Manila, and regrets deeply the indisposition which confines him to his stateroom. He also stated that a mistaken impression seems to be current concerning their former commander, Captain Demppwolf, who has always expressed himself as very friendly toward the people of Manila, in fact, Mr. Kruse says that about 20 years ago Mr. Demppwolf was shipwrecked in the south seas and was picked up by a Spanish steamer and brought to Manila, since which time he has always taken very friendly interest in Manila and its people.

Captain Demppwolf is now commander of the Kiferin Augusta Victoria and on the run from Hamburg to New York. Mrs. Hanan planned to give a dinner to Captain Kier and a party of friends at the Manila, but owing to the captain's illness, the dinner has been postponed.

Not the least distinguished among the passengers is Dr. Emory W. Hunt of Granville, Ohio. Dr. Hunt is president of the Denison University, which is located in that town, and is on a year's vacation, and also, as he says, "is giving the university a vacation." Upon his arrival here he was met at the pier by Lieutenant Lloyd D. Carlock, of the 13th Infantry, who was formerly a student in that university. Lieutenant Carlock entertained the doctor during the day, taking him in an automobile to Fort McKinley, and other points of interest.

Captain Albert von Watzdorf, of the Philippines, found a relative in the party, Herr Oberleutenant Hans

von Watzdorf, whom he had not seen for many years, and the two cousins spent a pleasant day together.

Mr. and Mrs. Robert F. Cummings, of Chicago, are two of the prominent passengers on the Cleveland, on a tour of the world. Mr. Cummings is a wealthy Chicago grain merchant, and owns a line of grain elevators. He it was who financed the collection of material for the Philippine collection for the Field Museum of Natural History in Chicago. Under his patronage were sent to the Philippines Dr. Jones, who lost his life in Northern Luzon, Dr. George A. Dorsey, curator of the museum, Mr. and Mrs. Fay Cooper Cole, and Mr. Sims, who came last and recovered the collection of Dr. Jones. The new building of the Field Museum cost ten millions of dollars.

Kennedy, with engaging frankness. "Do you not wish to make some statement which will put the company's attitude before the public?" was asked.

"No," said Mr. Kennedy, with perfect sincerity.

"How about the report that the masters and mates will demand your resignation?"

"I know nothing of that," answered the general manager with genuine friendliness.

"Then the company's policy is to be absolute silence on all matters connected with the talk of strikes," asked the reporter with a rising inflection.

"Good afternoon," said Mr. Kennedy, flashing the best smile of the interview.

"The directors of the company were in a session at the Inter-Island office this morning that lasted from nine o'clock until afternoon. After the session was over, President Kennedy and others declined to make any statement for publication. Requests for information were firmly refused on all sides.

That the demand for Kennedy's resignation, made or by implication asked for by the men, was a subject under consideration is a report that could not be confirmed, but which persisted nevertheless.

The demand also said to have been made upon the Inter-Island management some days ago, that Joseph E. Sheedy, in general charge of outside affairs with the service, be dropped from the employment of the company, is believed to have been taken under advisement.

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INTER-ISLAND

(Continued from Page 1)

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That Captain John F. Haglund, port captain, is slated for discharge from the Inter-Island has been freely predicted for some time past. That Captain Allman, the ex-Pacific Mail skipper, was brought down from the coast to take his place has been more or less positively stated, though the Inter-Island officials when approached refused to deny or confirm this statement.

Questioned by a Star-Bulletin reporter this morning, W. O. Smith, spokesman for the directors of the Inter-Island company, said:

"There is nothing for publication."

"But, Mr. Smith," said the reporter, "the public is vitally concerned in this matter. Are you sure that there is nothing that your corporation wishes to say?"

"There is nothing to say for publication," he repeated.

"No answer to the report that the men are going to demand the resignation of Mr. Kennedy and Mr. Sheedy?"

"I have said there is nothing to say for publication."

Officers in Reserve. The arrival of four Pacific coast vessel masters and mates as cabin passengers in the Matson Navigation liner Wilhelmina, in addition to Captain Allman, evidently proved the tall straw to add its weight to the red or fancied troubles of the local skippers and officers identified with Harbor No. 54.

These men, including W. J. Smith, John Robertson, A. Hedline and H. Perry are now said to have been engaged by President Kennedy while that official was on the coast.

The story was current this morning that the Inter-Island management had secured sixteen to twenty additional officers, who were assembling on the coast, at immediate call from the local steamship company.

Holding first mate's certificates, Messrs. Claude and Melvin are also arrivals at the port of Honolulu. The delegation of seafaring men from the east and west coast of the United States, now idle to all intents and purposes awaiting the outcome of a series of conferences, has set the local waterfront on the quiver of excitement.

TIDES—SUN AND MOON

Table with columns for Date, Day, Time, High Water, Low Water, Moon Phase, and Moon Set. Includes data for Jan 21-26 and Full Moon on Jan 22 at 5:09 a.m.

WEATHER TODAY

Clear, with a few clouds in the afternoon. Temperature 70-80.

VESSELS TO AND FROM THE ISLANDS

Special Cable to Honolulu Exchange

Strikes may fall at this time. In carrying their demands for the retention of Captain Haglund and the retirement of President Kennedy and Assistant Superintendent Sheedy, Harbor Number 54 has employed legal advice. As far as could be learned this morning the masters and pilots had retained Judge A. S. Humphreys, who it will be remembered conducted the negotiations in the strike for higher wages, won by the vessel masters and mates some months ago. For his service at that time Humphreys is said to have received two thousand dollars from the funds of Harbor Number 54.

There are many who are interested as well as afflicted with the shipping and business interests of the port, who profess to believe that the present alleged demand charged to the association of pilots and masters, is unreasonable and unjustified, despite the declaration that the steamship company may have in contemplation the discharge of one or more men from the service.

Much will depend upon Engineers. The cooperation of the local branch of the Marine Engineers Association which in its membership includes all employees in the engineering department of vessels in the Inter-Island coasting fleet, is declared as a necessity, if a strike is to be carried out to a successful conclusion.

The statement was made this morning that the engineers now identified with the Inter-Island company would under no consideration, join forces with the local masters and pilots. It was pointed out that the engineers but a few months ago received substantial increase in pay, without their having had to bring their demands before the officers of the company.

Unless the engineers take sides with the skippers and the mates, a complete de-up of Inter-Island vessels is declared to be an impossibility.

Haglund a Bone of Contention. Captain Haglund, now under fire, and declared to be the bone of contention between the members of the local Harbor and the management of the Inter-Island, is alleged to have figured rather conspicuously in the last strike in which the masters and mates participated. The attitude of Captain Haglund in some instances, is said to have proved offensive to his employers. The port captain, however, has been identified with shipping in the Hawaiian Islands for a period covering many years. He has grown up in the Inter-Island service and has been rated as a faithful and efficient man. At the time of the last strike it was predicted that Haglund as well as several well-known skippers of the coasting fleet, would be in line to lose their positions.

Skippers Who May Feel the Axe. Captains Tullett, Piltz, Freeman, Thompson and perhaps several others have been mentioned for some weeks past as in line for retirement. The only reason advanced for the severing of relations between the company and the veteran skippers was that they look a too prominent part in the carrying forward of the last strike, which is alleged to have seriously crippled the Inter-Island service, causing the company to lose many thousands of dollars, through failure of the boats to depart for their regular ports on schedule.

The local vessel masters profess to be much exercised over the report that Captain Nichols, a discharged master of the American-Hawaiian S. S. Columbian, was in New York and trying to connect with sixteen mates to go to San Francisco for \$110 a month, transportation paid, and with the understanding that they would not be called on to go to sea at once, but that they would be on call in San Francisco, day and night, pending definite appointment.

Captain Nichols was engaged in the work of trying to hire the sixteen men in New York on January 2, of this year. The contract was to be of six months' duration. It was further stated that investigation showed that Captain Nichols was working in the interest of J. A. Kennedy of Honolulu.

Reported Agreement. The following is reported to be the form of agreement under which the steamship men have been brought from the coast to Honolulu:

"This memorandum of agreement made and entered into, this 21st day of January, 1913, between Inter-Island Steam Navigation Company, Ltd., a corporation under the laws of the Territory of Hawaii, party of the first part, hereinafter called the 'Company,' and of the party of the second part, hereinafter called the 'employee:'

"Witnesseth: That the Company is engaged in operating a line of steam vessels between the ports and landings of the Territory of Hawaii, and is de-

sirous of enlarging the services of the employees on the terms and conditions hereinafter mentioned:

"That the employee represents that he is an expert navigator capable of performing the duties of... on the vessels of the company, and that he is not a member of any union or association which may interfere in any manner with his rendering services as such... to the Company; that he is desirous of entering the service of the Company for the period and on the terms and conditions hereinafter mentioned;

"That the parties hereto in consideration of the premises and of the promises made by each to the other, hereinafter mentioned, have agreed and do now agree and promise, each to and with each other as follows:—

"(1) The Company hereby agrees to employ the employee, and the employee hereby agrees to enter the service and to serve the Company as one of the vessels of the Company operating in the waters of the Territory of Hawaii, for the period of six months for the salary of... Dollars per month.

"(2) The Company agrees to furnish transportation from... to the City of Honolulu, Territory of Hawaii, free of charge to the employee.

"(3) The employee agrees to depart from... on the day fixed by the Company and to proceed with due diligence to the City of Honolulu, and immediately upon his arrival at the City of Honolulu to report to the General Manager of the Company, and that he will faithfully perform service to the Company as... on any of the steam vessels of the Company to which the General Manager of the Company may assign him for duty.

"(4) The time of employment and the salary of the employee shall commence to accrue from the date that the employee shall depart from... to the City of Honolulu.

"(5) At the end of the said period of employment, if the Company shall no longer require the services of the employee, it will furnish him if he so desires, free transportation to... Witness whereof, the company has caused this agreement to be executed in its name by Joseph F. Nichols, its superintendent, thereunto duly authorized, and the employee has hereunto set his hand, the day and year herein first above written. Executed in duplicate.

INTER-ISLAND STEAM NAVIGATION COMPANY, LTD. Superintendent.

WOMAN'S—SATURDAY NEW JEWELRY.

The new watch-bag set is mounted on a narrow black moire ribbon, holding on the arm a very flat watch either square, concave or oblong in shape, made in platinum and encrusted with diamonds. Instead of the black velvet ribbon, a colored ribbon may be worn or else a band made of very tiny seed pearls, says a New York Herald Paris correspondent.

Then, again, there is a jabot made by a clever employment of seed-pearls mounted so as to imitate the delicate tracery of lace. The gold bags are of a very fine supple mesh and fashioned with gold of different shades. The meshes are often placed in different ways so as to imitate the liddescence of silk and moire. The chain to which the bag is fastened may be replaced by a thick silk cord the same color as the gold and on which are jostled in- sides with stones to match those introduced in the mounting. One very pretty purse may be noted. It is in platinum, with black and white stripes alternating with bands of little seed pearls.

MERCHANTS

The committee marked (C) and those of the members (M): Adams, W. D. (M), Bierbach, O. A. (M), Bon, Charles (C), Brown, George A. (C), Cheatham, E. M. (M), Church, T. M. (C), Dekum, Ed. (M), Dougherty, J. D. (C), Farrington, W. R. (C), Frazier, C. R. (M), Gray, Harry B. (C), Guild, George G. (M), Johnson, M. M. (C), Perkins, R. W. (M), Sammons, B. E. (M), Soper, J. F. (C), Swain, O. C. (C), Towse, Ed. (M).

President A. J. Glenoux will call the annual meeting of the association to order at three o'clock this afternoon. After the opening routine the retiring president will present his report for the past year, to be followed by chairman of committees with their annual reports. Next will come the election of nine directors, who, after the general meeting, but not necessarily today, will from their number elect the president and other executive officers.

At the conclusion of the regular business, H. Gooding Field will address the association on the benefits to be derived by the merchants from the proposed consolidation of the mercantile bodies into the Greater Chamber of Commerce.

A very fluffy type of evening gown has three skirts of pale-colored chiffon, one above another, over a white satin petticoat and caught up with

Honolulu Star-Bulletin

It which is combined the HAWAIIAN STAR, established 1833, 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

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SILENT CITY IS PHOTOGRAPHED TO CONVINCE THE MOST SCEPTICAL

VALDEZ—One of the best stories and in their canoes travelled to the spot.

After several attempts Willoughby at length saw this "silent city," as the natives called it. He said that the atmosphere was so clear that mountains many miles away seemed near and that as he gazed the outlines of a city gradually assumed shape and building after building came to view. He distinctly saw tall office buildings, churches and spires, houses and every indication that the city was inhabited, but though he saw it several times he could never detect a human being. A half of light seemed to cover all. As he gazed the vision faded and gradually receded. So convinced was he that he was looking at the mirage of an actual city that he made records to show that he had been on the exact spot whence the picture in the sky could be seen.

Willoughby's photograph was crude, but enough could be discerned to lead persons to assert that it was a view of Bristol, England, many thousand miles away. Willoughby told his story in 1883 or thereabouts. Since then several expeditions have vainly tried to see the mirage. In every instance the mirage was surrounded by a halo of light which poured a soft glow on roof and walls.

When Willoughby first went to Alaska natives told him that at certain times of the year, when the days were longest and the atmospheric conditions right they saw suspended in the heavens a town with streets, houses and many different kinds of buildings. So impressed was he that he engaged the Indians to take him to the place where the city could be seen.

The first account of this "City of Silence" was told by a prospector named Willoughby. He was a miner in California, and went to Alaska, where he settled in the vicinity of Muir glacier. In fact it was Willoughby who piloted Professor Muir when he ascended the immense ice field that now bears the scientist's name. Willoughby always told the story of this city which appeared in the sky with much earnestness and he carried a photograph which he said he took after several visits to the spot where the vision could be seen.

High Level of Prices in Foreign Countries. A continuation of the advance in prices in foreign countries is shown by a statement just compiled by the Statistical Division of the Bureau of Foreign and Domestic Commerce. The laws governing the importation of merchandise into the United States provide that the valuation stated shall be the price at which the article was purchased in the country from which imported, or the current wholesale price of said article in the country in question. By determining the average valuation of the articles in question a fair picture of the wholesale price thereof in foreign countries may be obtained. A table compiled by the bureau each month shows the average import price of the principal articles brought into the country, and the one just issued renders practicable a comparison of the import prices in the month of October, 1912, with those of October, 1911 and 1910, of the article in question. This table shows higher prices in October, 1912, than in the corresponding month of 1911 in 45 of the 75 articles enumerated.

Coffee imported in October, 1912, averaged 13.8c per pound, against 9.5c per pound in October, 1910 and 1911, and 7.5c per pound in October, 1909. Raw sugar importations in October, 1912, averaged 2.55c per pound, against 2.58c per pound in the corresponding month of 1911, 2.52c per pound in October, 1910, and 2.32c per pound in October, 1909. Hides of cattle showed an average import price of 77.5c per pound in October, 1912, against 145c in October, 1910.

To harden the gums, try a wash made of hot water, one pint; borax, one ounce, and a teaspoonful each of spirits of camphor and myrrh. Dissolve the borax in the hot water and let cool before adding the other ingredients.

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