

COWAN HOPED FOR BETTER LUCK

Captain Cowan, master of the Japanese freighter *Keju Maru*, expressed the hope that Neptune would look with more favor upon the remainder of the voyage to Australian ports than the first 16 days of the passage from Columbia river. The steamer was supplied with 250 tons of coal during the 24 hours' stay at Honolulu. Bearing a shipment of 2,765,000 feet of lumber, the vessel battled for days with terrific seas. The skipper was obliged to use oil to assist in quieting the mountains of water that continually rolled over his vessel.

Captain Cowan stated that he stood a continuous watch of more than 24 hours on the bridge with the dawn of the new year. It was at that time that the vessel was plunged in the worst of the storm.

The *Keju Maru* was sent to pier 3 late Saturday afternoon where coal was placed aboard.

Tanker Returned to the Coast Today. Following the discharge of about 45,000 barrels of fuel oil brought down from the coast to the order of the local branch of the Associated Oil Company, the steamer *J. A. Chansler* was dispatched for San Francisco and Monterey early this morning.

Petronius Called to Higher Station.

Petronius, a familiar figure to a host of trans-Pacific travelers who patronize the *Toyoko Kisen Kaisha* liner *Chiyo Maru* in their voyages across the big ocean, and equally well known to a wide circle of Honoluluans, has harkened to the siren call from the Paradise of the Pacific. Petronius is rated as a finished tonorial artist on the *Chiyo Maru*. He announced Saturday while the Japanese liner remained in port that upon arrival at the coast he fully intended to transfer his affections and abode to the new Matsun Navigation line. "I want to keep in closer touch with these islands," was the parting remark from the *Chiyo's* harbor as he waved a farewell to a circle of friends gathered at Pier 6.

Inter-Island Arrivals.

Weather conditions are said to have improved to some extent along the coasts of Hawaii, Maui and Molokai, with the result that inter-island steamers are said to have been enabled to make all the regular ports of call. The *Mikahala* has returned with 200 head of sheep, 55 hogs, 29 crates of chickens, four crates pigs, 24 bales of hides, 102 sacks beans, 38 sacks of corn, 100 sacks of charcoal, 12 sacks of rice, and a quantity of sundries. The U. S. coast and survey steamer *Patterson* was reported as working off Kaula. The American-Hawaiian freighter *Virginia* had completed loading sugar at Kaunapali. Sugar made up the principal item in the homeward cargo brought by the inter-island steamer *Kinau* on arrival from Kaula. The freight list included 2377 sacks of sugar, several drums of molasses, 85 sacks of taro, 100 empties, 320 cases of honey, and 190 packages of sundries. The vessel is reported to have met with fair weather.

Many to Sail in the *Shinyo Maru*.

A large delegation of cabin passengers have been booked for Oriental ports in the big Japanese liner *Shinyo Maru* that is due to arrive from San Francisco about 9 o'clock Wednesday morning, and according to present arrangements will be dispatched to Japan, China and the Philippines about 5 o'clock in the evening. Many of the travelers include those who have been making an extensive stay in the islands and have now decided to continue their tour that in some instances will take them around the world. The *Shinyo Maru* will take on a quantity of coal while at the port. The vessel will probably be berthed at pier 7.

Ventura Left Australia on Time.

The Oceanic liner *Ventura* it was stated this morning was not delayed in leaving Sydney, N. S. W., because of labor troubles or quarantine. A cable having been received at the agency of C. Brewer & Co. that the steamer departed on schedule and would arrive here about Jan. 23 if favorable weather conditions continued to prevail throughout the voyage to the islands by the way of Pago Pago. The *Ventura* sailed from the Australian port on last Saturday.

Millie Buoy on Kaula.

There appears to be a general resumption of grinding new crop cane at the several mills on the island of Kaula, according to a report brought to Honolulu by officers in the inter-island steamer *Kinau*. The sugar list includes the following lots: Hawaiian Sugar Company, 2161 bags; McBryde Sugar Company, 5306 bags; Koloa Sugar Company, 6006 bags; Gay & Robinson, 10,340 bags.

Lurline Some Hours Behind Time.

The prediction was made this morning that the *Matson Navigation* steamer *Lurline* from San Francisco with about 45 passengers and 4000 tons of general cargo would reach this port between 4 and 5 o'clock tomorrow evening. The *Lurline* will be brought alongside of pier 15. Following the discharge of Honolulu freight this vessel will be dispatched for Kahului.

Hyades Off for the Coast.

The *Matson Navigation* steamer *Hyades*, with a part cargo of sugar and scattering consignments of preserved pines, sailed from Hilo for San Francisco on last Saturday afternoon, according to advices received at the agency of Castle & Cooke. The *Hyades* left general cargo at Honolulu, Kahului, Kaunapali and Hilo.

LIST OF PIER NUMBERS

Army Wharf (marine plant)	Pier 1
Channel Wharf	Pier 2
L. I. Coal Wharf	Pier 3
Marine Railway Site (proposed wharf)	Pier 4
Naval Wharf No. 1	Pier 5
Naval Wharf No. 2	Pier 5A
Richards St. Wharf	Pier 6
Alahean St. Wharf	Pier 7
Port St. Bulkhead Ship	Pier 8
Port St. Bulkhead Front	Pier 9
Oceanic Wharf	Pier 10
Allen & Robinson Frontage	Pier 11
Brewer Wharf	Pier 12
Nuuanu St. Wharf	Pier 13
Mauna Kea Wharf	Pier 14
Queen St. Bulkhead Wharf	Pier 15
Hackfeld Wharf	Pier 16
Railroad Wharf	Pier 17
Railroad Wharf (mauka)	Pier 18
Railroad Wharf (makai)	Pier 19

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Monday, January 12. SAN FRANCISCO—Arrived, January 12, 2 p. m., S. S. *Siberia*, hence January 6.

PORT ELAKMELEY—Sailed, January 12, schooner *Helene*, for Honolulu. YOKOHAMA—Sailed, January 10, S. S. *China*, for Honolulu.

VICTORIA—Arrived, January 12, S. S. *Makura*, hence January 5.

FORT ALLEN—Arrived, January 10, schooner *Alumna*, from Antofagasta.

SEATTLE—Sailed, January 10, S. S. *Hilonian*, for Honolulu.

HILO—Sailed, January 10, S. S. *Hyades*, for San Francisco.

SYDNEY—Sailed, January 10, S. S. *Ventura*, for Honolulu.

Aerograms.

U. S. A. T. LOGAN arrives from San Francisco Tuesday 6:30 a. m. and proceeds to Manila Wednesday at 10 a. m. Docks at Pier 10 (Oceanic).

S. S. SHINYO MARU arrives from San Francisco Wednesday 9 a. m., and will probably proceed to Yokohama same afternoon.

S. S. LURLINE will probably not arrive until Tuesday afternoon.

March Idle Tonnage.

With but two or three windjammers enroute from the coast to the Hawaiian Islands with lumber, the statement was made this morning that a large amount of idletonnage is laid up at the several ports in California, Oregon and Washington. A very few charters are reported for skid business.

Owing to the continued inactivity of the lumber trade more lumber steamers are laid up at this time than during any time since the lumber slump several years ago. Recently forty lumber coasters were moored in Oakland creek and the basin presents the same appearance as it did many years ago excepting that at that time the majority of the vessels there consisted of windjammers.

The rate on lumber from Astoria or Puget Sound points to San Francisco is reported to have topped to \$2. The rate to San Diego and Los Angeles from the northern points is 50 to 75 cents more. Rather than to carry lumber at this rate the owners concluded to take some of the ships off the run and thereby prevent a slump which would have caused a huge financial loss. If some of the vessels had not been laid up, stagnation would have ruled and in a short time the creek would have been congested with the lumber vessels. It is now expected that conditions in the trade will begin to improve in February, after which all of the ships will be operated.

The British bark *Thistebank* and *Hinemoa*, both wheel laden for Europe, were badly damaged when the *Thistebank* dragged her anchor before a twenty-mile wind and a strong ebb tide and crashed into the *Hinemoa*, which was also at anchor in the harbor. The *Hinemoa* was damaged about the bulwarks and the rigging of both ships was torn. The barks were locked together aloft and tugs worked several hours to clear them. A survey of both vessels will be made.

Considerable mail was placed aboard the Japanese liner *Chiyo Maru* before that vessel sailed for San Francisco at 5 o'clock on Saturday evening, destined for the coast.

PASSENGERS ARRIVED

Per str. *Kinau*, from Kaula, Jan. 11.—Mrs. Takito, G. W. Mahloka, Miss Mahloka, M. S. Nicoll, E. W. Hulse, W. N. Bellinger, C. O. Hottel, S. K. Kalo, J. H. K. Kawai, Mrs. Kua Lilihi, E. G. Spillman, M. Mikasa, R. J. Matthias, Mrs. R. J. Matthias, Hug Chov, Luong Kee, Mrs. J. K. Kananoa, Ah Sing, W. Knight, M. Futonada, Miss Flora Kekai, M. Kallipunani, Sam Pehau, J. Kula, Jr., Miss Grace Chang, E. D. Larsen, John Fassoth, E. Kopke and J. P. Farley.

PASSENGERS BOOKED

Per T. K. K. S. S. *Shinyo Maru*, for Japan, China and the Philippines, Jan. 14.—Mrs. E. C. Waterhouse, Miss B. Howe, Miss G. Waterhouse, G. P. Trimmer, J. B. Garneau, Mrs. P. Anderson, J. T. Marshall, L. A. Young, Mrs. Young, Mrs. M. Zeeder, Miss A. F. Seavey, Mrs. A. K. Hines, J. Stein, Mrs. Durston, Mrs. L. M. James, C. N. McClure, Jno. Maclellan, Mrs. L. Romegoy, C. F. Medlich, L. E. Philips.

LOGAN MAKING SCHEDULE TIME

The United States army transport *Logan*, from San Francisco for Manila, Philippine Islands, by the way of Honolulu and Guam, has been in touch with local wireless with the announcement that the vessel will reach this port about 6:30 tomorrow morning. The Quartermaster department has arranged to berth the transport at Pier 10, where a quantity of freight and supplies for island army posts will be discharged and several hundred tons of coal will be loaded into the bunkers.

The *Logan* is believed to have fared pretty well as far as rough weather and storms are concerned. The transport is following close to the regular schedule mapped out for such vessels in the trans-Pacific service of the United States government.

The prediction was made this morning that the *Logan* might be dispatched for Guam and Manila about 10 o'clock Wednesday morning.

The *Logan's* passenger list for Honolulu includes the following: Major G. M. Van Poole, medical corps; Capt. P. E. Marquardt, 2nd Infantry; Capt. C. B. Parker, 2nd Infantry; First Lieut. H. E. Marr, 1st Field Artillery; Dr. W. L. Reesman, acting dental surgeon; Dr. E. M. Kennedy, acting dental surgeon; Second Lieut. F. L. Whitley, 1st Infantry; Second Lieut. J. Jones, 1st Field Artillery; Second Lieut. E. S. Gay, 1st Field Artillery; Second Lieut. W. Owen, 4th Cavalry.

Dr. Fred Baker and wife, Dr. Charlotte Baker, will join the transport here and continue the voyage that was interrupted by a side trip to Fanning island in the steamer *Kestrel*. They are traveling in the interest of the Smithsonian Institute.

Mrs. Edward Dworak, children and maid, will also join the transport here and go on to the Philippines.

Transport *Dix* Prepares to Sail.

At the rate that the shipment of Japanese coal is leaving the United States army transport *Dix*, that vessel is believed to be ready for dispatch to Seattle by tomorrow evening. About 5000 tons of fuel have been discharged and have added to the stock maintained by the Quartermaster department.

HARBOR NOTES

With cattle from the island of Hawaii to the number of 75 head, the inter-island steamer *Walleie* is in arrival at the port. This vessel will load freight for discharge at Honokaa and Kaulaohale.

Among the 29 automobiles destined to arrive at Honolulu tomorrow as part of the cargo in the *Matson Navigation* liner *Lurline* are a number of taxicabs that are soon to go into service on Honolulu streets.

Some fast work will be done in discharging the *Matson Navigation* steamer *Lurline* in time to permit a call at Kahului and to sail for the coast on January 20. This vessel is bringing 4000 tons freight for Honolulu.

What is said to be the largest consignment of raw silk to pass through Honolulu from the Orient to the United States in many months was included in the big freight carried in the T. K. K. steamer *Chiyo Maru*.

At the time the steamer *Walleie* sailed from Hilo, the Japanese freighter *Anya Maru* and the *Matson Navigation* steamer *Hyades* were at that port loading and discharging cargo. The *Hyades* was expected to sail for San Francisco late Saturday evening.

Captain Cowan, master of the Japanese freighter *Keju Maru* was obliged to use much oil to calm the seas in the path of his command on the tempestuous voyage from Columbia river to Honolulu. The vessel was well laden with lumber to the amount of about 4,000,000 feet.

REAL ESTATE TRANSACTIONS

Entered of Record Jan. 10, 1914, from 10:30 a. m. to 4:30 p. m. Adams Amusement Co. to von Hamm-Young Co Ltd. CM Kealawa and hsb to Winnifred K Saffery. D William R. Castle Tr. to Rebecca Wilkinson. Rel Jennie E. Berrey adv Quintus H. Berrey. D Entered of Record Jan. 12, 1914, from 8:30 a. m. to 10:30 a. m. Kalawala Aola and wf to James G. Muro and wf. D R. W. Pappalium and hsb to Trs of Est of H. P. Baldwin. D Winnifred Saffery et al to Trs of Est of H. P. Baldwin. D Jacob Watson and wf to Pioneer Bldg & Loan Assn of Haw. M L. L. McCandless to Kalekaha (k) Rel L. L. McCandless to Kalekaha (k) Rel Kalekaha and wf to L. L. McCandless. D Abbie Lucas and hsb to Emma L. K. McClellan. D Emma L. K. McClellan and hsb to Abbie Lucas. M J. K. Nahe and wf to S. W. Nawahie (k). D William Wallace to Luong Kiu. D

Belated Halcyon Now at Hilo

Beating about Hilo bay for several days, the schooner *Halcyon*, with a shipment of lumber from Eureka, was brought into Hilo harbor last Friday, according to a report received at Honolulu with the arrival of the inter-island steamer *Walleie*. The vessel is said to have been thirty-six days on the voyage. Storms accompanied by heavy seas, were held responsible for the long passage.

Bark Albert Not Heard From.

No word has yet been received of the bark *Albert* which is reported to have sailed from Port Ludlow for Hilo a month ago. This vessel is due to reach destination today. The bark was loaded with lumber and general cargo upon leaving the coast.

ARMY AND NAVY

Secretary Daniels has said that the old frigate *Constellation*, now at the Narragansett bay naval station, Newport, will be ordered to Baltimore to take part in the coming "Star Spangled Banner" celebration there, provided Congress acts favorably on his recommendation for an appropriation of \$50,000 to put the old warship in condition for the projected cruise. The secretary added that he had no present intention of ordering the *Constellation* to Baltimore as an historical exhibit, as had been suggested. The present plan, he said, is to send the vessel back to her station at Newport after the Baltimore celebration.

The *Constellation* was launched at Baltimore, September 7, 1797, and rendered valiant service during her long career. Her last long cruise was to Liberia in 1860 to assist in the suppression of the slave traffic. Since 1894 she has been anchored at Newport and used as a training ship for naval apprentices.

The schoolmaster will be abroad on shipboard all over the world wherever the American flag flies over a war ship, with the advent of the new year. Secretary Daniels has promulgated an order putting into effect his new educational system on New Year day. Thereafter for an hour and a quarter every afternoon, every enlisted man on the warships will be engaged in self-improvement under the watchful eye of his commanding officer and as many of the commissioner, warrant and petty officers as may be designated to act as pedagogues.

Enlisted men now taking correspondence courses with outside institutions will receive assistance and encouragement, and those chief petty officers who are seeking promotion to warrant rank and the warrant officers who are trying for commissions will be formed into classes for special instruction to encourage those who are ambitious.

Every detail of this novel scheme has been worked out, and the order expresses the hope that the men will fully appreciate the zealous efforts and kindly interests of their officers, so that there will be increased efficiency in the fleet in all practical directions.

Mrs. Champa Clark received for a Christmas present a \$100 Confederate bill, on the back of which is a poem written by an aged Confederate officer, Maj. Jonas. The bill is the gift of Miss Bessie Tompkins, of Salem, Va., with whom Mrs. Clark stayed last summer.

Salem was first settled by the ancestors of Mrs. Clark, McAfee by name, and she therefore takes a pride in the place. When staying there last summer Miss Tompkins, who is a niece of Gen. U. S. Grant, told the story of a northern girl who was in Richmond in 1865 collecting Confederate bills which were printed only upon one side. This girl had several officers write on the blank sides of these bills.

At the time she heard this story, Mrs. Clark expressed great interest, but upon returning to Washington thought no more of the affair until the incident was recalled to her mind by the receipt of one of these curiosities of the war, framed for hanging on her wall.

On the recommendation of the School of Musketry at Fort Sill, Oklahoma, the army ordnance department has adopted a new range finder which is accurate in its record of 3,000 yards within two per cent up to 2,800 yards. Already fifty of these new devices have been ordered for use by infantry and cavalry regiments, as well as a dozen larger ones for use by the field artillery. That number will be further increased until there is one for each company of troops.

By means of these new instruments ordnance officers believe that a considerable increase in the effective fire of troops in battle will result. Experts in the ordnance bureau point out that it is impracticable to guess accurately at an enemy at a distance beyond 600 yards. The test made by the officers who recommended the adoption of the new finders stimulated service conditions as closely as possible at distances from 700 to 2,800 yards for infantry fire and at distances from 2,500 to 6,500 yards for field artillery.

The device, which now becomes part of the army equipment, is a form of a telescope having two object glasses and two side windows at each end of the cylindrical tube, the common eye piece being in the center. Two rays from the object enter the side windows through the object glasses, two prisms in the center reflect the two images through the common eyepiece, one image being seen above and the other below a horizontal line which passes through the center of the field of view. The images are brought into coincidence by the revolution of one of the prisms. The instrument being in adjustment, the image in coincidence, the range is read from a scale dependent upon the amount of revolution of the prism.

This range finder is manipulated

MARRIAGE LICENSES

Name—Address. Age. Yuen Hoo, Honolulu. 36. Ah Lin Choy, Honolulu. 17. Chang Apana, Honolulu. 42. Annie Lee Kwai, Honolulu. 21.

Strathairn is Sighted

A large freighter, lumber laden, was sighted off the port at 1:30 this afternoon, the vessel being made out by the Diamond Head lookout as the British freighter *Strathairn*. This vessel, while not expected, is believed to be putting in here for additional bunkers coal.

Secretary Daniels has announced wage increases for navy yard employees amounting to more than \$50,000 annually.

upon a tripod, and the board, of officers recommending it suggests that one man be detailed to carry the instrument while another transports the tripod and adjusting bar.

A board consisting of the highest officials and expert authorities in the army and navy has been designated by Secretary of War Garrison to report on the "necessary defenses" of the Panama canal.

The chairman of the board is Maj.-Gen. Leonard Wood, chief of staff, and second in order is Maj.-Gen. Wether- spoon, assistant chief of staff and recently head of the Army War College.

The understanding at the war department has always been that the guns and fortifications should be complete and in position at or near the time of the opening of the canal.

The main defense of the canal will be 14-inch guns for the fortresses on the east and west sides of the canal. There has been no official report as to the progress made on the construction of these guns. It is stated, however, that of the 12-inch mortars several have already been tested at Sandy Hook. The 16-inch gun there is to be sent to Panama.

It is expected that Brig.-Gen. Crezier, chief of the ordnance of the war department, will furnish the board, of which he is a member, with a detailed report of the state of preparations, as to guns, mortars, and mines. The other members of the board are Gen. Erasmus M. Weaver, chief of coast artillery; Capt. Harry S. Knapp, U. S. N.; Col. George W. Goethals, corps of engineers; Capt. William R. Shoemaker, U. S. N.; Col. Edward B. Corps, corps of engineers; Lieut.-col. William G. Haan, coast artillery corps; Maj. William Chamberlain, coast artillery corps, recorder.

ARE MAROONED IN PARADISE EDEN

The crew of the lost schooner *Eldorado*, which found a haven of refuge on Easter Island, are destined to remain there for some time. At present the United States Government has no available craft to be dispatched to the far southern waters, but it is likely that the British ship-of-war *Shearwater*, which is shortly to leave Esquimaux for Mexican waters and for her annual cruise through the south seas, will call at Easter Island.

Whether the sailors wish to leave the island is a question. A number of them were pierced by Cupid's darts soon after they landed in small boats on the isle, and it may be that they desire to settle down and become permanent residents of the island. The skipper of the *Eldorado*, who made the long trip from Easter Island to Papeete and who arrived at the coast some weeks ago on the steamer *Moana*, reported that his crew was happy and enjoying food and plenty on the faraway island.

On their annual cruises it is customary for the British ships *Algerine* and *Shearwater* to put into Easter Island, while they are searching uninhabited places for castaways. These are the only two vessels that are likely to call at Easter Island in the near future. Sailing vessels sometimes leave to off the island and send ashore parties for fresh supplies while en route on long passage.

The remains of Joel Bean, 89 years old, who died yesterday at the home of his daughter, Mrs. Isaac M. Cox, Kaimuki, were cremated at 11 o'clock this morning, there having been no public service. Mr. Bean was a native of New Hampshire and, prior to his coming to Honolulu, was a minister in the Friend's church. His later years were spent in San Jose, Cal. He had traveled extensively and was a close friend of the poet, Whittier.

TROOPS TO REMAIN.

(Special cable to the Nippon Jiji.) TOKIO, Japan, Jan. 12.—According to cable dispatches received here today, the United States has refused to consider the proposition of the Russian government to withdraw all foreign troops from China on account of the present peaceful conditions there. This proposition was made by Russia two weeks ago and referred to the United States, Japan and the European powers. It is said that the Japanese government has also refused to consider it.



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4 bedroom house, 6th & Maunaloa Ave., Kaimuki. \$35

3 bedroom house, 12th Avenue, Kaimuki. \$25

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4 bedroom house, 1218 Artestian St. \$30

3 bedroom house, 1540 Thurston Ave. \$40

Furnished

2 bedroom house, Tantalus Store, 1183 Alahean St. \$40

Office, 2nd floor Boston Bldg. \$15

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