

SHIPWRECKED CREW EN ROUTE TO MAINLAND

(Continued from page one)

was fought. There was no time to consider the saving of personal effects in abandoning the Eldorado, as each moment threatened to be her last. All the water they had for 11 men was 28 gallons. They were in latitude 31.02 S. and 127.57 W. longitude, 220 miles from Easter island, nearly 700 from Easter island, so that their plight was a pitiable one. They had a compass, but no chronometer, making it impossible for them to obtain the longitude.

It was only by a careful husbanding of the provisions that they had any hope of reaching land, and when they eventually did reach Easter island all they had left was a couple of cupsful of preserved soup. The water had just given out.

For days the position of the men in the open boat was fraught with peril. They had to keep up a continuous bailing of their frail craft.

At last the rocky shores of Easter Island made their welcome appearance. As the boat came nearer it was clear that to effect a landing was dangerous. A line of ugly surf fringed a forbidding coast, and for two days kept them from landing. With the pangs of hunger and thirst ever driving them, it was at last decided to make a bold effort. A short dash through the turbulent surf ended with a safe landing on the rocky beach.

The exhausted men threw themselves on the beach and lay there. After a few hours Jack Wilson, the first mate, and A. Johansen, the second mate, set out to look for help. The island, which belongs to Chile, is about 50 square miles in area, and is the easternmost of the inhabited Polynesian islands. There are about 250 natives on the island, and it was hoped that help would be forthcoming from them.

It did not take long for the men to discover that they had landed on the wrong side of the island, and later they found they were 20 miles from the nearest habitation, a serious fact, taking into consideration the condition they were in after a fortnight's buffeting by the waves.

Two explorers climbed the rocks. They could see nothing but miles and miles of dried grass. A few cattle in the distance awoke hope in them, and they started on their journey through a rough, rocky country. They could only make slow progress, owing to the wildness of the route and their own weakened state, and it took two days to complete the journey to the other side of the island.

Wilson and his associates in the Ventura have in their possession several photographs taken during their enforced stay at Easter island, that would serve to shatter the stories of Utopian life alleged to pertain there. There are about 250 natives on the little islet and the "fair princess" reported waiting with outstretched arms to give welcome to the wayfarer of the masculine persuasion is characterized by the remnant of the Eldorado's crew as an iridescent dream, concocted in the vivid imagination of those who have no conception of conditions as found there.

"We were treated with every kindness," declared Wilson. Easter island is leased to a British firm for cattle-raising, and the company has an officer in charge. This officer (Mr. Edwards) is the governor. He is a Briton, and as soon as he was made aware of the terrible plight of the men on the other side of the island, he had men on horseback sent to the remaining members of the crew. Provisions were also sent round and when these had been disposed of, the men were brought to his own house.

During the long weary wait for a ship, five vessels are said to have passed Easter island, but the signals displayed by the castaways were apparently not heeded. The arrival of the Knight of the Garter was a signal for intense rejoicing.

Arrangements have been made by officers in the Ventura for giving a benefit performance on board that vessel during the voyage from Honolulu to San Francisco, the proceeds to go toward relieving the distressed condition of the men.

The shipwrecked party listed with the passengers in the Ventura included Jack Wilson, first mate; A. Johansen, second mate; S. Iwata, Japanese cook and mess boy; Steve Brewster, Carl Carlsson, C. Tassavassan, Rudolph Walberg.

The men left Easter island on December 12, and spent five days in Sydney before the departure of the Ventura for San Francisco.

With nitrates from Mejillones, for discharge at Kahului, the bark Alert is now reported 60 days out. This is considered a long passage owing to the brand of weather reported in the Pacific for a month past.

GUNMEN FIGHT STOWAWAYS ARE LOGAN CRIPPLED, ON LINER MANY IN THE KOREA VENTURA REPORT FROM COAST

Chinese gunmen known to the police of New York, Chicago and San Francisco as desperate characters, deported at the instance of the United States immigration authorities and listed as Asiatic steerage passengers in the Pacific Mail liner Korea, participated in a demonstration on board that vessel shortly before 5 o'clock last night, as the liner prepared to steam for the coast of Asia, that brought a delegation of steamship officers and harbor police to the lower deck to assist in quelling a disturbance that gave all indications of resulting in much bloodshed.

The placing aboard of a Filipino pickpocket, who had been deported from the islands, was declared to have aroused the indignation of a half hundred Chinese who were assigned to quarters in the same portion of the steamer.

Armed with a variety of weapons, in which heavy sticks and bars of iron were prominently displayed, the Chinese began an assault upon a number of Filipinos. The natives from the Philippines are said to have been pretty well supplied with long-bladed knives which were displayed in the knees.

Before any fatalities occurred, several officers belonging to the steamship descended in the midst of the warring nationalities and with the assistance of several men from Captain of Detectives McDuffie's department, the ringleaders were sent to their quarters.

What will be done with those held responsible for the fight after the Korea steamed without the three-mile limit is now a matter of conjecture.

The Chinese gunmen who were forced to leave the mainland are declared to be a bad lot. A number of serious crimes have been charged against them.

Their actions were watched by the Korean officers on the voyage from San Francisco to Honolulu, and while the vessel remained here yesterday the men were kept under a strong guard.

Liner Sonoma Brought Up to Date.
The Oceanic liner Sonoma, that called here on last Monday en route to Australia, is the latest vessel in the line to be fitted with a submarine bell, a device that is considered a material aid to navigation in making a port in thick or foggy weather. The installation was made by Engineer Richards, the San Francisco representative of the Submarine Signal Company. It is stated that practically every large liner departing from the coast is now fitted with the receiving apparatus, and the device is said to have been used with success in picking up the San Francisco lightship as well as stations on the Australian coast.

Hilsonian Away Last Night.
Fifteen hundred tons of general cargo have been discharged at Honolulu from the Matson Navigation steamer Hilsonian and that vessel departed last night for San Francisco by the way of island ports. The Hilsonian is scheduled to depart from Hilo for the coast about January 23, taking a full shipment of sugar. The Hilsonian has 85 tons of freight for Kaanapali, 604 tons for Hilo, 347 tons for Port Allen and 451 tons for Kahului.

The Hilsonian will load 800 tons of sugar at Port Allen, 1100 tons at Kaanapali and 1500 tons at Hilo. In addition to the sugar shipment the vessel will load 2000 cases of pines.

Forerics to Load Lumber.
Away for a Puget Sound port, to load a shipment of lumber destined for Australia, the British freighter Forerics was discharged of a consignment of 5300 tons of Australian coal, and sailed last evening, taking ballast cargo. The departure of the Forerics made a berth for the Strathairde at the Inter-Island coal bunker.

The latter vessel has 5600 tons of fuel for discharge here. It is possible that the Forerics will call here on the voyage from the Sound to Australia for the purpose of replenishing her supply of bunker coal.

Wilhelmina Leaves Drydock.
The Matson Navigation steamer Wilhelmina remained on the floating drydock from 5 o'clock last evening until midnight, the liner being lowered into the water and resumed the loading of sugar and cargo this morning. A new bronze propeller was fitted to the shaft. The steamer is to sail for Hilo at 5 o'clock this evening, where 400 tons of cargo will be discharged and 1200 tons of sugar will be loaded. It is expected that the vessel will return to Honolulu early Monday morning and complete cargo for San Francisco which will include 2200 tons of refined sugar, making a total of 5000 tons of this product destined for the coast refineries.

Big Freight in Honolulu.
In departing from San Francisco, the Matson Navigation steamer Honolulu was supplied with 2547 tons of cargo for Honolulu and 254 tons for discharge at Kahului. The Honolulu in returning to the coast, it is reported, will load about 7500 tons of sugar from island ports.

The German steamer Menos, with general cargo from European ports and now reported 34 days out from Hamburg, is to pay a visit to several South American ports before proceeding to Honolulu to discharge a shipment of nitrates. The Menos, a Kosmos liner, is due to arrive here in early March.

A small army of stowaways attempted to gain a passage from Australia to the United States in the Oceanic liner Ventura when that vessel steamed from Sydney to Honolulu by the way of Pago Pago. Federal officers who boarded the liner off quarantine this morning made a general round-up on the vessel and found that a number of workaways had succeeded in departing for the mainland in the Ventura.

Purse Baker stated this morning that the strikes in Australia and New Zealand have resulted in many men being thrown out of employment. The United States is looked upon as a Mecca for the unemployed.

The Ventura is said to have experienced the best trip in months. The sea was as smooth as glass for the greater part of the voyage. As the liner neared the Hawaiian Islands a change was noted and strong winds and seas prevailed. The steamer carries no wool on the trip. The cargo for the coast consists mainly of copra, fertilizer, quantities of vegetables and refrigerated meat. About 1000 crates of Australian onions were landed here. The vessel was held in strict quarantine at Pago Pago. A dozen passengers were left here, while the through list numbers nearly one hundred travelers in the several classes.

The Ventura is to be dispatched for San Francisco at 4 o'clock this afternoon, 40 cabin passengers joining the vessel for San Francisco. Sixty tons of refrigerated meat and 250 tons of general merchandise were discharged during the stay at Honolulu.

ARRIVED

Friday, January 23.
Sydney via Pago Pago—Ventura, O. S. S. A. M.
Kona and Kau ports—Kilauea, str. A. M.

DEPARTED

Thursday, January 22.
Japan and China ports—Korea, P. M. S. S. 5 P. M.
Puget Sound ports—Forerics, Br. str. P. M.
Kauai ports—W. G. Hall, str. 5 P. M.

PASSENGERS ARRIVED

Per O. S. S. Ventura, from Sydney via Pago Pago, Jan. 23.—For Honolulu: D. B. Crane, Mrs. E. Holdridge, J. Johnson, L. Johnson, Mrs. E. H. Retzlaff, Alex. Broberg, Miss H. Brown, H. Callahan, C. D. Diamond, Mrs. C. D. Diamond, Miss Caroline Diamond, J. A. Jones, Through: J. Aldrich, E. H. Bernhard, Pal Brown, Mr. and Mrs. R. L. Baker, S. Brewster, Mr. and Mrs. Birley, H. Barham, Mr. Bristol, C. Carlson, D. B. Crane, Miss A. Chalmers, W. Chapman, Chas. A. Collins, H. Callahan, Mr. and Mrs. Charles Diamond and child, Miss May Darbishire, Otto Dahl, James Duffy, Wm. Ford, M. Freeman, B. Gibner, Mrs. Gonzalez, Miss Gonzalez, Mr. and Mrs. Gange and two children, Mrs. Holdridge, Mr. and Mrs. R. Hoskins and child, Master Hoskins, Mrs. N. Hoskins, George Harper, John Harper, James Harper, Mrs. Helen Harper, Mrs. H. N. Hughes, S. Iwata, A. Johansen, John Johnson, Leonard Johnston, H. R. Keyworth, Dr. E. Le Vitus, Mr. and Mrs. Longsdorf, Herbert E. Law, Miss B. Leonard, Mrs. Thos. Lesso, Nurse Leamy, Tom Murphy, Mrs. Maddocks and child, Mr. and Mrs. Murray, Mrs. L. L. Monroe, Miss Edna Martin, Mr. Madigan, G. Maehl, J. D. Nash, Chas. V. Osborn, Tom Orton, Frank Parish, Dick Parker, M. K. Pahalides, Mrs. S. L. Pollard, Mrs. E. H. Retzlaff, Mrs. L. W. F. Rowe, G. Ryan, F. Ryan, Chas. Reinhardt, D. Stewart, A. Schrader, K. Schwebentha, W. Schultz, C. Tassavassan, A. P. Tom, Wm. Vandeerden, Elder J. M. Wright, R. Walberg, B. Webb, J. Wilson, R. Yates.

PASSENGERS BOOKED

Per str. Nauna Loa for Maui ports, Jan. 23: Bishop, Albert, Alfred Nunes, M. Nunes, E. M. Howe, Ferd Haus, Mrs. Geo. Kaluna, H. Glass, Chuck Jaw, Mrs. J. Castro.
Per str. Mauna Kea for Hilo and way ports, Jan. 24: F. W. Thrum, Mr. and Mrs. I. Baker, Mrs. N. P. Aki, Miss E. Aki, E. Scott, S. W. Keen and wife, Miss G. Keen, Mrs. E. H. Kollase, Mrs. D. F. McCarriston, W. J. West, Mrs. Jno. Louis and infant, Mrs. M. M. Graham.
Per str. Nauna Loa for Maui ports, Jan. 26: C. E. Young.
Per str. W. G. Hall for Kauai ports, Jan. 26: Rev. F. A. Saylor.
Per str. Kinau for Kauai ports, Jan. 27: Mrs. A. M. Pieper and 3 children, L. Aaron, Mrs. Mary Malina and infant.
Per str. Mauna Kea for Hilo and way ports, Jan. 23: C. E. Young, G. W. Vansyckle and wife, Mr. and Mrs. M. Farrell.
Per str. W. G. Hall for Kauai ports, Jan. 29: F. M. Hatch, Miss G. Chan.

The United States army transport Logan, departing from Honolulu for Guam and Manila on January 13, had met with an accident and in a crippled condition was returning to Honolulu or to the coast, was the gist of a cable received last night by the local branch of the Marine Exchange.

The report is scouted as highly improbable by representatives of the United States quartermaster department at Honolulu when seen this morning. It is pointed out that the Logan was about 2000 miles away from the islands and consequently out of range of wireless communication with Honolulu or the coast.

The story is believed to have had its origin in a false report that gained circulation in this city several days before the arrival of the Logan at what time it was stated that the transport had been taken in tow by a Matson steamer.

A cable query from the San Francisco Examiner regarding the alleged accident to the Logan was also received here.

CHINESE MAKE ATTEMPT AT FREEDOM

Twenty Chinese made an unsuccessful attempt to desert the British steamship Strathairde last evening, with the result that several police officers under the direction of Harbor Officer Carter were hastened to the scene, and after a desperate encounter with the Celestials, compelled the seamen to return to their ship.

Captain Lamont, master of the Strathairde, sent in a riot call at police headquarters, stating that trouble was brewing aboard his steamer. By the time the officers had reached the scene the Chinese had summoned reinforcements, which are said to have included pretty much the entire crew. They had armed themselves with pipes, sticks and other weapons and were making a brave stand against the resistance offered by the Strathairde officers.

The penalty for each desertion from among the Chinese amounts to \$500.

Those who made their way to the coal wharf were captured and returned to the ship. A guard is now maintained over the Strathairde during the stay at Honolulu.

WIRELESS NOW TO BE USED TO STOP TRAINS

NEW YORK.—The latest accomplishment is setting signals by wireless from a moving train or from a fixed wireless station. Since the first wireless telegraph message from a moving train to a fixed station was flashed from the fast Lackawanna Limited to Scranton, Pa., five weeks ago, the improvement of the wireless service between trains and stations for commercial and operating purposes has developed. L. B. Foley, the Lackawanna's superintendent of telegraph, who originated the idea of train wireless, has been making satisfactory experiments in fields.

Mr. Foley said Monday that wireless could be depended on for setting train signals. If an operator at a station, he said, wants to set a signal for a moving train he can cause the semaphore blade of the signal post to rise or fall as he wishes by sounding the proper dots and dashes on his key.

"Signals can be set by wireless," said Mr. Foley, "as easily and as sure as they are now set by electricity conducted in wires. We have a device by which an operator can set a signal at any point if he has occasion to flag a train."

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Frjday, Jan. 23.
YOKOHAMA — Sailed Jan. 21, S. S. Nile for Honolulu.
SAN FRANCISCO — Sailed Jan. 23, schr. Muriel for Malukona.

S. S. VENTURA sails for San Francisco at 4 p. m. today.

HARBOR NOTES

The bark Albert is making a leisurely passage from Port Ludlow to Hilo, that vessel now being 43 days out with a shipment of lumber.

A big shipment of fuel oil to the local branch of the Associated Oil Company is on the way down from Port San Luis in the ship E. M. Phelps, now converted into a tanker.

SCIENTISTS SHOW ADVANCE BY DEMONSTRATION ON DOG AT CONVENTION

WATCHERS AMAZED AT OPERATION

Fluid Drawn Through Fifty Feet of Tubes and Purified

(By Latest Mail)

PHILADELPHIA.—Three doctors from Johns Hopkins University, by actual demonstrations on a living animal, showed to scientists of America, in convention here today, that it is possible to remove every drop of blood from a living animal, clean the blood of its impurities and return it to the animal without interrupting the heartbeat.

The demonstration was conducted on a dog. The demonstrators were Professor J. J. Abel and two of his colleagues, Drs. L. G. Rountree and B. B. Turner, all of Johns Hopkins. In their experiment they had every drop of blood out of the dog's body, coursing through a coil of tubes whose connected length measured nearly 50 feet.

Scientists Watch in Wonder.

Scientists who watched the demonstration in wonderment saw the entire circulation of an animal going on in glass tubes outside the animal's body, the blood propelled through the tubes by the action of the animal's heart, which never stopped beating while they watched it. At the same time, by the use of a salt solution, through which the blood was coursing, the animal's blood was being purified of sugar, urea and all the diffusible materials.

Professor Abel and his colleagues would venture no prediction as to the practical application of their method. The demonstration simply showed a step in advance, they said.

Dr. Salant, head of the federal public health service at Washington, D. C., made this comment: "It may be possible, though I have not tested this machine, to remove bichloride of mercury from the blood."

Tests Hunger Machine.
Dr. A. J. Carlson of the University of Chicago demonstrated on himself the efficiency of the hunger testing machine which was his own invention.

Dr. Carlson defined hunger as a sensation which arises in the stomach, while appetite, he explained, is a nervous phenomena of the brain. Swallowing a small cigar-shaped rubber balloon, to which had been attached long rubber tubes, he inflated the balloon in his stomach through the tubes and then attached the latter to sensitized paper. Hunger, he declared, caused the muscles of the stomach to grip the balloon and drive out the air which registered the amount of hunger on the sensitized paper.

White rats and mice were used in an experiment designed to illustrate the diffusion of the blood supply by dyes injected into their blood vessels. One rat was green to the end of his tail, while even the film of his eyes was the color of an emerald. The other was similarly transformed by the use of red dye.

Brain Power not in Size.
Dr. E. Linden Mellus, who has experimented for many years at Johns Hopkins Medical school, he elsewhere, speaking today before the American Physiological Society at the University of Pennsylvania, repudiated all that science has known, hoped or guessed about brain action.

Dr. Mellus said that the weight of a brain has nothing to do with its potency, and that the belief that intricate brain convolutions have anything to do with intellectual prowess is nothing less than superstition.

All previous theories regarding mental equipment and the causes of it must go glimmering, if what Dr. Mellus says be true.

Examples to Bear Out Claim.
Dr. Mellus described his patient research among brain cells of various individuals, and had any number of examples to bear out his contentions. The result of it all is that the man with the big head may no longer claim mental superiority, and that all that we have been hearing regarding "the brains of great men seems a sort of scientific fairy tale."

Your brain may weigh a half ton and may be as intricately marked as a cubist's necktie, and yet, if the invisible cells have not the mysterious quality that Dr. Mellus was unable to define, you may be as dull as a butter-knife.

DICK FERRIS AND WIFE 'KISS AND MAKE UP'
(By Latest Mail)
LOS ANGELES. After several weeks of domestic strife, with divorce proceedings imminent, Dick Ferris and his wife, known to the world of the footlights as Florence Stone, have decided to "kiss and make up."

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to whom has been transferred all of the plant and equipment of the Hawaiian Express Company. I have associated myself with the Honolulu Construction and Draying Company, Ltd., and in my new capacity I ask all of my former patrons to continue their business with this company. With the added equipment—auto trucks, trays, etc., the company can guarantee prompt and excellent service. Satisfaction in every instance will be guaranteed.

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TIDES—SUN AND MOON

Date	High Tide	Low Tide	Rise	Fall	High Tide	Low Tide	Rise	Fall
Jan. 19	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
20	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
21	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
22	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
23	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
24	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
25	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
26	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
27	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
28	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
29	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1
30	11:30	1:45	1.8	1.1	11:30	1:45	1.8	1.1

* Time not stated in tables. New moon Jan. 25 at 8:03 p.m.

See what's doing at 112 Queen St.