

HARBOR NOTES

With 45,000 barrels of fuel oil to the order of the Union Oil Company, the steamer Santa Rita, reported to have left the coast on June 5, should arrive at Honolulu about June 14.

To complete taking on sugar at this port by next Tuesday evening, the American-Hawaiian freighter Columbian is expected to sail for Kahului, Kaaunapali and Hilo where the last of 11,000 tons of the product will be supplied destined for the east coast of the United States by the way of the Straits of Magellan.

The Pacific Mail liner Persia from the coast carries considerable quantity of late mail. The vessel will probably be dispatched for the Asian ports tomorrow morning.

A number of Asiatic steamer passengers have been booked for Japan and China ports in the Pacific Mail liner Persia.

According to news brought to Honolulu by officers in the Siberia, the Pacific Mail liner Korea was again detained at Shanghai, China, because of plague. It is stated that quarantine was extended until May 15. The vessel was ordered to San Francisco by the way of the great circle.

Local Notice to Mariners. Hawaiian Islands—Kauai Island, northeast shore, Kahala Point Light, reported extinguished, will be relighted as soon as practicable. By order of the commissioner of lighthouses: A. E. Arledge, Inspector.

Many Passengers Join Siberia.

About 75 cabin passengers joined the Pacific Mail liner Siberia for San Francisco as that vessel left at 10 o'clock yesterday morning. Detained at the federal quarantine station for six hours, the Siberia was hauled to the other side of the harbor, following thorough fumigation of the Asiatic crew and steerage quarters, and the removal of the Chinese smallpox patient to the quarantine hospital.

PASSENGERS BOOKED

Per str. Claudine for Maui ports June 8.—Mr. and Mrs. F. E. Brown, Mrs. D. Hhaarum, Wm. Thaarum, Mrs. Jansing, Miss Lizzie Pauls, James Wilder, F. T. Schmidt, A. K. Souza, Jr., N. Kamai, Miss K. Groves, Miss B. Groves.

Per str. Maui for Kauai ports June 8.—Miss Lois Myers, Jane Myers, Miss A. Makiko, Miss D. Makiko, Miss A. Wright, Miss E. Kowale, Miss R. Kekela, Miss L. Miller, Sam Peahu, Mrs. C. M. Cooke, Jr., and children, Mrs. Kalena, Mrs. H. A. Sing, Mrs. T. Apapa, Miss T. Brandt, Miss M. Werner, Miss M. Keawe, Wm. Hanaka.

Per str. Maui for Hilo and way ports, June 10.—Miss M. Wilhelm, Rev. and Mrs. F. W. Merrill, E. V. Wilcox, Miss Rimpoa, Miss M. Rimpoa, Mr. and Mrs. E. E. Brown, Geo. Nanakueha, Mr. and Mrs. O. L. Sorenson, H. L. Chung, Miss Hattie Lockington, Miss Hain Matoda, Miss A. Akino, Miss E. Crowell, Miss L. Hussy, Miss A. Hussy, Miss E. Hussy.

Per str. W. G. Hall for Kauai ports June 11.—W. G. Hall, Julia Haddy, Elizabeth Hoop, Margaret Richard, Heleia Palama, Emily Louisa, Julia Aron, Julia Moses, Fuyo Sakuma, Elizabeth Werner, Rosabelle Werner, Mary Werner, Mary Koomi, M. Wata, Miss Elizabeth, S. K. Kaeo, S. K. Kaeo, Jr.

Per str. Maui for Kona and Kau ports June 12.—J. A. Gorman, G. Podmore, G. H. Gere, J. N. Gere, Fullan Low, Rev. and Mrs. D. D. Waller, Willie Ahu, Y. van Hing, Miss E. McLean, Mrs. N. B. Lansing, James Aho, Phillip Aho, F. Wassmas, Wm. Ahu, W. Roy, D. Roy, Miss E. Kekaula, Miss Dower, Miss A. Kumuhone, Miss M. Martinson, Miss I. Eaton, Miss F. Eaton, Miss Lucy Ah Gee, Ah Lee Lim Kean, Tai Kyan Wong, Ah Lim Chang.

Per str. Claudine for Maui ports June 12.—Mrs. A. A. Rosehill, Mrs. E. Rosehill, Miss Emma Rosehill, Miss C. Emmesley, Miss Singhurst, Miss V. Mantos, Miss M. McGowan, Miss J. Wilcox, Miss P. Wilcox, Miss S. Malakana.

Per str. Maui for Hilo and way ports, June 13.—D. Thaanum, Mr. and Mrs. Allan McKinnon, Miss Lourinda Pall.

PASSENGERS ARRIVED

Per P. M. S. Persia from San Francisco—For Honolulu, none; through, for Yokohama—Mrs. Ada C. Brown; for Kobe—H. F. Palmer, Mrs. F. M. Price; for Shanghai—F. C. Lemper; for Manila—Miss Caroline M. Bissinger, Dr. Jose Eduque, Mrs. Pietro Caronna, Wm. McGeorge, Rev. N. Torres, Master Julia Welch.

Per str. Maui for Maui ports, June 7.—Mr. Fisher, Mr. Kanemoko, Mrs. Kanemoko and child, Master Kanemoko, C. G. Livingston, Miss Violet Makee, Miss Otto Ors, F. M. Conroy, A. F. Tavares, Mrs. Brown, Miss Daly, F. W. Hetherington, A. Haneberg.

Per str. W. G. Hall, from Kauai ports, June 7.—R. L. Culman, Mrs. Hopper, Mrs. M. Greenbough, Mrs. Fountain, Tai On.

NEW SHAMROCK IS A FREAKISH RACING CRAFT

[By Latest Mail]

GOSPORT, Eng.—Through the courtesy of Sir Thomas Lipton the first inspection was permitted recently of Shamrock IV, in Camper & Nicholson's yard.

Charles E. Nicholson, designer of the yacht which will try for the America's cup, assisted in laying bare some of her secrets, but refused to disclose all, notably her sail area.

The form of Shamrock's hull, however, makes it evident that the sail area will considerably exceed the 8000 and odd square feet which it is reported the Resolute will carry.

The following figures of the Shamrock's dimensions may be regarded as authoritative:

Upper Lines Snubbed In. Length over all, 110 feet; length on water, 75 feet; greatest beam, 22 feet; draught without center-board, 13.5 feet.

With the center-board down its full extent the draught will be 10 feet additional.

The upper lines of the boat are snubbed in, and the stern cut off. When the boat is heeled over in a stiff breeze this produces a sawed-off effect, which detracts from her appearance, but Designer Nicholson has paid no attention to beauty, his aim being speed, and that he seeks to obtain through the driving power of a big sail spread, rather than through fineness of model, for Shamrock IV is decidedly a big-bodied boat.

The keel is fairly long and the rake of the sternpost is not excessive. The position of the greatest breadth of the beam is not forward of the mast, as recently stated. Like the Vanitie, she will be fitted with a single headsail; hence her bowsprit outboard will be very short.

Hollow Wooden Mast. The challenger will be fitted with a hollow wooden mast, the height of which is one of the secrets the designer would not disclose but it will certainly be great. The report that she will carry a Marconi topmast is erroneous.

A steel mast will also be substituted for the wooden mast if the latter proves defective.

The center-board is a thin metal plate housed in a trunk, coming well above the cabin floor.

"Frankly," said the designer, "the center-board is purely experimental. I am not sure that it will prove of any advantage or that we will use it in the cup races, but by the American rules, under which the boat is built, any excess draught over 13.5 feet is heavily penalized, while no penalty is attached to additional draught derived from a center-board, and, as such additional draught may help in windward work, I have had recourse to a center-board."

Differs From All Others. In design Shamrock IV differs markedly from all previous cup challengers, nor does she bear a close resemblance to any American craft. She certainly is original if somewhat freakish.

After being tried out against the 23-meter Shamrock she will start across the Atlantic about July 20, according to present arrangements.

STRIKE ON CANAL AVERTED. The recent announcement of Col. George W. Goethals, governor of the Panama Canal Zone, that there would be no immediate reduction of the wage scale, averted what threatened to become a serious labor difficulty.

The unions represented on the isthmus met and formed the Metal Trades Council and obtained strike sanction from their parent bodies to be prepared for any emergency that might arise. No further action, however, is contemplated by the unions, it is generally believed.

BEAUTIFYING THE CANAL. Work has begun on landscape gardening in the vicinity of Gatun locks and dam. The top of the dam is being graded for tropical plants. The work is being done by H. H. Reed, supervisor of the Fourth Division. It is planned to beautify the grounds surrounding all the locks just as fast as the construction work has been completed.

The navigable reaches of the canal will be allowed to grow up in their natural tropical verdure, confined within certain limits. Already in many places the canal looks more like a natural water-course than one constructed by the hands of men.

At Cristobal it is proposed to build a tropical park along the land ends of the wharves of the Panama Railway.

DISPOSING OF MACHINERY. Discard canal machinery is being sold to several private corporations in South and Central America. Venezuela has had a commission on the isthmus which purchased considerable dredging machinery with which to deepen several harbors. A number of the large dredges that dug their way through Culebra Cut have been sent to Porto Rico, where they are soon to be engaged in harbor work. Many of the locomotives that hauled the spoil cars out of the cut have been sold to South American concerns. Because of their wide gauge they are not suitable for railways in the United States.

Three burglars held on the night watchman and four workmen in the Strand Picture theater in New York last week and robbed the safe of \$5000.

Edinburgh has established a monopoly of producing and distributing electric current within the city.

A twin spoon, each bowl of which is perforated, has been invented for many uses in cooking.

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Schofield Notes

[Special Star-Bulletin Correspondence]

SCHOFIELD BARRACKS, June 6.—Friday morning the 25th Infantry was formed for parade in line of masses on the 25th Infantry parade ground. The 12 men of the regiment who have recently been sentenced to 10 years' confinement at hard labor in a military prison for conspiring together to assault white soldiers, were formed in front of the regiment. The adjutant, Captain William G. Doane read to them and to the regiment the court-martial order promulgating the sentence, following which the prisoners were marched to the rear of the line and the regiment passed in review before its commanding officer, Colonel L. W. V. Kennon. After this unusual ceremony the prisoners filed into the 25th Infantry headquarters and were addressed by Colonel Kennon behind closed doors. They were then marched back under guard to their place of confinement at Castner, and Sunday will commence their journey to the Fort Leavenworth prison, leaving on the transport Sheridan. The heavy sentence imposed upon these conspirators will do much toward preventing in future untried men of short service marring the excellent reputation of the regiment that has been built up by its old and reliable non-commissioned officers and men, many of whom have seen service beneath the stars and stripes.

First Lieut. K. S. Snow, 1st Infantry, has accomplished wonders in extending the Schofield golf course in the direction of Castner, so that now it forms a link between the old and new post. The new greens are getting into fine condition, and the new mowing machine purchased by the golf club has been in almost constant use improving the course.

The 1st Infantry have also built excellent baseball grounds under the direction of the regimental athletic officer, Capt. H. E. Knight, assisted by Lieut. O. K. Sailer. A covered stand has been built, complete third base, and bleachers are being built from the material taken from the old 1st Infantry camp, to extend parallel to both foul lines. Corporal Scully, who has recently gained considerable experience at the post athletic field, where he did excellent work as foreman, will put the finishing touches on the 1st Infantry diamond.

The 2d and 3d squadrons of the 4th Cavalry have almost completed their move to the new concrete post at Castner. The barracks are four large buildings of three stories built around a rectangle, each one arranged to accommodate two troops. There are plenty of quarters completed for all the officers at present on duty with these two squadrons. They will be separated by more than a mile from the regimental headquarters and 1st squadron, that remain in the old cavalry post, an unfortunate condition that will exist until the Castner post can be extended to accommodate the other squadron. The ground surrounding the post is bare of trees and grass but judging from the wonders that have been accomplished in landscape gardening at the 1st Infantry post in less than a year, it will not take long to beautify it.

One of the best tennis courts on the post has recently been completed by the 25th Infantry members of the "4th battalion." A tennis club of 36 members has been formed with the following officers: Sgt. S. G. Barnes, president; William Thompson, vice-president; Col. A. Finch, secretary, and Mrs. J. S. Linsey, treasurer.

The transport Sheridan which is scheduled to leave for the mainland at 10 a. m. Sunday, will take back a large number of men from Schofield Barracks for discharge in the United States.

The tour of duty of 2d Lieut. Robert M. Cheney as squadron quartermaster and commissary has expired. He has been relieved from duty as regimental police and prison officer, and within a few days will be relieved from duty as assistant to the post quartermaster, in charge of transportation and return to troop duty.

A spring catch features a new sock for gas ranges to prevent it being opened accidentally.

British war vessels annually consume 3,000,000 long tons of coal and 200,000 long tons of oil fuel.

Tires made for electric automobiles are more sensitive to neglect than those made for gasoline cars.

Ecuador prohibits the importation of patent medicines containing ingredients detrimental to health.

NEW TODAY

IN THE DISTRICT COURT of the United States, District of Hawaii. In the matter of Hisa Yamada, No. 284. To the creditors of Hisa Yamada, of Honolulu, Hawaii. Notice is hereby given that on June 4th, 1914, said Hisa Yamada was duly adjudged a bankrupt and that the first meeting of his creditors will be held at the office of Geo. S. Curry, Referee in Bankruptcy, 846 Kaahumanu street, Honolulu, on June 20, 1914, at 9:00 a. m., at which time creditors may attend, prove their claims, examine the bankrupt, elect a trustee and transact any other proper business. GEO. S. CURRY, Referee in Bankruptcy. Honolulu, June 8, 1914. 5875 U

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VESSELS TO AND FROM THE ISLANDS

[Special Wireless to Merchants' Exchange]

SAN FRANCISCO—Sailed, June 7, bark R. P. Rithet for Honolulu. S. S. CHIYO MARU—Sails for San Francisco, Tuesday, 10 a. m. S. S. PERSEA—Sails for Yokohama, Tuesday, 7 a. m. S. S. WILHELMINA—Arrives from San Francisco Tuesday morning with 93 cabin and 20 steerage passengers, 195 bags mail, 9 packages express matter, 7 autos, 3650 tons cargo; Hilo—711 tons cargo.

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BUBONIC PLAGUE HUNDREDS TO DETAIN KOREA 14 DAYS

Following 24 hours in the wake of the Toyo Kisen Kaisha liner Chiyu Maru, which arrived at Honolulu this morning, the Pacific Mail steamer Korea, detained 14 days at Shanghai, China, sailed from Yokohama, the American steamer to take the Great Circle route, which should bring it to San Francisco from 11 to 12 days steaming.

Bubonic plague in virulent form is reported to have made its appearance at several of the treaty ports along the China coast, judging from the statements made by officers in the Chiyu Maru. The illness on board the Korea that caused the vessel to ride at anchor off Woosung for a fortnight developed among the steerage passengers and the Chinese crew. Two patients were taken down with the malady and the authorities immediately ordered the vessel in strict quarantine.

The interchange of cables between the coast and the China port resulted in the Korea being ordered to San Francisco by a route that would eliminate Honolulu as a port of call. At the time the Chiyu Maru called at Woosung no deaths had resulted from the malady. All Asiatics on board the Korea were removed to shore, while the ship was thoroughly fumigated.

Tomorrow will be a busy day in inter-island shipping, arrangements having been completed for the dispatch at least four vessels for coast ports, with a general cargo for island plantations.

The steamer Maui for Mahukona and the steamer Waihee for Honokaa, Kihuna and ports are to sail at noon. At 5 o'clock in the evening the inter-island steamer Kinu will be dispatched for Kauai ports. For Maui, Molokai and Lanai ports, the Mikahala will be dispatched at the same hour.

PASSENGERS ARRIVED

Per T. K. K. S. S. Chiyu Maru, from Hongkong via Japan ports, June 8.—For Honolulu: A. E. Cortis, Mrs. A. E. Cortis, F. E. Davis, C. Dameyer, Mrs. C. Dameyer, Geo. Grandy, Mrs. Geo. Grandy, M. Hanssens, Mrs. Hanssens, S. Kusakado, S. R. Kirkness, Baroness E. M. Mulder, Y. Miura, G. Pihl, H. Raven, T. Sanku, Miss M. I. Sherman, F. Sachs, S. Wakayama. For San Francisco: S. Anderson, E. S. Atkinson, E. C. Atkinson, Miss K. Brady, T. B. Brown, Mrs. T. B. Brown and infant, Master T. B. Brown, Jr., E. S. Beylard, C. A. Baldwin, Jr., E. Black, Mrs. L. C. Bender, Lt. Col. H. Burden, Mrs. E. Nelson-Conger, W. C. Cheeley, S. S. Coleman, Dr. D. Crull, H. Catlin, A. F. Connor, Miss Z. de Tarrant, G. Drinkwater, Mrs. G. Drinkwater, Dr. C. S. Decker, J. N. Evangelista, Dr. O. Embden, Mrs. O. Embden, A. E. Farland, R. E. Goddard, A. B. Giles, Mrs. A. B. Giles, Miss J. Griffith, L. Hillard, T. T. Hartman, E. M. Hulse, Mrs. E. T. Hulse, C. H. Higley, Mrs. C. H. Higley, Mrs. R. B. Harvey, W. S. Hodges, Ewang Muta, Master Hwang Yiu Yuen, Capt. J. W. Inglesby, Mrs. J. W. Inglesby, Dr. G. P. Jordan, Mrs. G. P. Jordan, Dr. M. Jacob, J. E. Johnson, D. Knapp, Mrs. T. Keller, J. Kojima, H. Kawasumi, Dr. O. Krahl, B. Lathrop, Miss K. McGowan, A. R. Macqueen, C. E. Adams, Miss N. L. Nelson, T. Nakamura, M. Nakahara, Y. Okamoto, Mrs. Y. Okamoto, E. N. Pigot, E. C. B. Parnell, Mrs. E. C. B. Parnell, Mrs. R. H. Parker and servant, P. M. Roth, Mrs. P. M. Roth, J. W. Ridgway, J. Kenney, R. B. Robinson, R. D. Rader, Mrs. R. D. Rader, W. B. Reynolds, Mrs. W. B. Reynolds, Miss J. Schwartz, Mrs. Wm. Scott, Miss L. E. Scott, Mrs. H. J. Smith, H. Sheppard, K. Shiraki, E. G. Swift, Mrs. E. G. Swift, Le Roy Swift, Miss M. Shiba, J. A. Snell, N. Smith, Miss Skinner and infant, Shu Yuet Lai, L. N. Ting, Miss A. W. Tindie, R. E. Thompson, H. M. Taylor, Mrs. H. M. Taylor, T. Ugal, Mrs. F. L. van Dusen, Miss G. van Dusen, Mrs. H. van Dusen, Rev. W. O. Valentine, Mrs. W. O. Valentine, 3 children and servant, Mrs. C. B. Wheelock, Dr. H. W. Yemaps and servant.

ARRIVE IN WILHELMINA

The tide of passenger travel has turned in the direction of Hawaii, following several months when steamers in the trans-Pacific service were filled with outgoing passengers. The Matson Navigation steamer Wilhelmina, scheduled to berth at Pier 15 at an early hour tomorrow morning, is reported through wireless to be bringing 95 cabin and 20 steerage passengers from San Francisco.

The Wilhelmina left some hours after the Persia and has a mail amounting to 105 sacks. Castle & Cooke have been advised that the steamer has 3660 tons of cargo for discharge at Honolulu, including seven automobiles.

The vessel will be dispatched for Hilo on Thursday evening, where 711 tons of merchandise and supplies will be left. While at the Hawaii port the Wilhelmina will be given a large quantity of sugar.

Members of the Sunday school classes of the Methodist church gathered in the church yesterday morning to participate in special services arranged for the celebration of Children's Day. Under the direction of Mrs. O. H. Walker, superintendent of the Sunday school, an interesting program had been arranged in which each class was given a part. The address of the occasion was delivered by Dr. John W. Wadman, superintendent of the local branch of the Anti-Saloon League, who spoke on the subject "The Little Things in Life."

The complete program was as follows: Processional, "Onward Christian Soldiers," Song, "Conquest Calls Us,"—School, Bible Lesson, Psalms 119:1-16, Prayer—Rev. J. W. Wadman, Song, "Verdure Glad,"—School, Recitation, "Children's Sunday,"—Ruth Belser.

The Ten Commandments and the Shepherd's Psalm.—Miss Keefer's class, Old Testament Books.—Mrs. Chamberlain's class, New Testament Books.—Mr. Clark's class, Song, "Children's Day,"—Primary class, Be's of the Bible.—Mrs. McTaggart's class, Chautauqua Drill.—Primary class, Promises.—Miss Underhill's class, Disciples.—Mrs. Chase's class, Bible Questions and Song.—Primary class, Men of the Bible.—Mr. McClelland's class, Song, "Let God Be Glorified,"—School, Sermon.—Rev. J. W. Wadman.

Owing to the fact that a new pastor has not yet been assigned to the Methodist church, James A. Rath, headworker of the Palama Settlement, occupied the pulpit at the services last evening. His topic was "The Lost Leadership of the Church."

Tomorrow Get-away Day. Sheridan a Floating City. The population of a small city was numbered as the departing passengers for San Francisco yesterday morning in the United States army transport Sheridan, which hauled away promptly at 10 o'clock in the morning, following in the wake of the Pacific Mail liner Siberia. With more than 1000 travelers made up of army and navy officers, enlisted men and Philippine government employees, as well as a delegation of passengers from Honolulu, practically all cabin and intermediate accommodation in the big transport was taxed to the limit. The list from Honolulu was composed of 19 first-class and 20 second class passengers, nine hospital patients, 18 general prisoners and 150 troops.

A small amount of supplies for the local quartermaster department was discharged here. The Sheridan is carrying more than 2000 tons of Japanese coal from Nagasaki to San Francisco.

A Philadelphia bowler has invented a machine for weighing and finding the balance of bowling balls.

BLACKWELL SAYS PANAMA CANAL SOON IN USE

"Everything points to an early completion of the dredging of material from a big slide in Panama canal and the opening of the waterway to traffic within a very short time," is the declaration of Captain G. A. Blackwell, master of the American-Hawaiian freighter Columbian, which reached Honolulu yesterday morning, following a trip from Balboa to San Francisco and thence to the islands.

"I made a tour of the isthmus on May 10, and noted the progress made in the removal of earth and rock by seven dredges. While there I watched with interest the operation of the new bucket dredge Christobal, which has a capacity of 15 tons of material at each dip of the bucket."

"Colonel Goethals has predicted that the Panama canal would be available for traffic about July 1, and I believe that he will make good," commented Captain Blackwell. "With a view of preventing other slides at the spot now receiving attention from the dredges, the slide has been sliced, much earth being removed from the top and sides, in order to reduce the pressure."

The skipper of the Columbian scouted the report received here that the bottom of the canal was coming to the surface. He also called the story of a shortage of water in the reservoirs. In his opinion there is an abundant rainfall in and adjacent to the canal zone. The spillways are running to fullest capacity.

Captain Blackwell spent some days at the isthmus, the Columbian being detained there for six days awaiting a berth where its cargo of Hawaiian sugar might be discharged. Much of the product was shipped through the canal by barges, these vessels having a capacity of about 2000 tons each. The transit through the waterway required about 10 hours to complete. Facilities for handling freight are pronounced better at Colon than at Balboa where a number of the old French cranes are still in operation. Great congestion was noted along the line of the Panama railway, owing to the mass of material to be moved from the slides. The great need at the Panama ports at the present time is additional wharf space. According to the vessel master who has just returned from the zone, Balboa has about 2500 feet of wharfage, and much delay must follow in the assignment of a berth.

The Columbian steamed from San Francisco to Honolulu without cargo. The vessel will depart from Hilo for New York by the way of Magellan straits on June 17, taking about 11,500 tons of sugar.

The Columbian will depart for island ports tomorrow evening, following the loading of a considerable quantity of sugar.

The American-Hawaiian steamer Alaskan was at Balboa at the time the Columbian prepared to sail for San Francisco. In steaming to Honolulu the Columbian made the passage in a trifle under seven days. In speaking of the situation at Salina Cruz, the mariner stated that citizens of the United States who had lived in Mexico for years had only a few minutes in which to gather up a few of their personal effects and, as no American warship was then there to protect them in the crisis, which was made more serious because of the belief of the Mexicans that war had actually been declared by this country, they sought refuge on board the Columbian and Nebraskan. After being detained two days by Mexican officials who threatened to seize the Columbian, with part of its cargo of sugar still in its hold, sailed for the north with about 60 persons, mostly women and children, who had fled from the city.

Sparks from the Wireless. The following wireless message has been received by the agents of the S. S. Wilhelmina, bound for Honolulu: For Honolulu, 95 cabin passengers, 20 steerage passengers, 105 bags mail, 49 W. P. X. mail, 7 automobiles, 3660 tons cargo; for Hilo, 211 tons cargo. Ship will arrive Tuesday morning and dock at Pier 15.