

SALES
From San Francisco?
Tonyo Maru, May 28.
For San Francisco?
Shinyo Maru, June 1.
From Vancouver?
Niagara, June 16.
For Vancouver?
Niagara, May 28.

Honolulu Star-Bulletin

2:30
Edition

Evening Bulletin, Est. 1882, No. 6176
Hawaiian Star, Vol. XXII, No. 7217

16 PAGES—HONOLULU, TERRITORY OF HAWAII, FRIDAY, MAY 28, 1915.—16 PAGES

PRICE FIVE CENTS.

ITALY CUTS DEEPER INTO AUSTRIA

HILO RAILWAY GETS NO SUGAR FROM BIG MILLS

Onomea, Pepeekeo and Honoumuli Will Give Tonnage to Ships For Next Five Years

WORKING OUT DETAILS FOR REORGANIZATION

Committees Representing Two Sets of Railroad Bond Holders Have Feasible Plan

The hopes of the management of the Hilo Railroad Company for a sufficient assured tonnage to make certain the meeting of overhead interest and operating charges have been dashed by word which has been given out that the so-called "Brewer plantations" on the Hamakua coast of Hawaii have entered into a new contract with the Inter-Island Steam Navigation Company, Limited.

This news was confirmed at the Inter-Island offices today when it was announced that the steamship company has this week signed up contracts with the Onomea, Pepeekeo and Honoumuli sugar companies for the exclusive handling of their sugar for a period of five years beginning October 1, 1915. The present contracts expire in September, and it is no secret that the continued operation of the Hilo Railroad Company on the present basis depended largely on securing at least a share of this business.

The Inter-Island management announces that in future the steamers Nihaou and Kaulani and possibly a third ship, will be kept on the Hamakua coast, taking on sugar at the mills, and then transporting it to Hilo, where it will be loaded into the Mackson or American-Hawaiian freighters for delivery on the mainland. The new Inter-Island contract is on practically the same terms as the old agreement.

This definite loss of prospective tonnage by the Hilo railroad has caused renewed activity on the part of the creditors and of the committees representing the bondholders of the company, who are now working out the details of a scheme of reorganization which may be broadly forecast as follows:

A certain percentage of each issue of bonds will be retired, and "Class A preferred stock" will be given in lieu of same.

The interest on the remaining bonds may be reduced from 8 to 5 per cent.

The floating indebtedness is to be taken care of by Class A preferred stock.

The new Class A preferred stock will be a cumulative dividend security, with a dividend rate of not less than 5 per cent and possibly more.

The Hilo Railroad Company has two outstanding bond issues, one made in 1901 for \$1,000,000, and a second is used in 1909, which though authorized to the sum of \$4,500,000, has been issued only to the extent of \$3,500,000. Both bear 6 per cent interest, which brings the company's fixed interest charges up to \$270,000 each year.

By reducing the bond issues and the interest rates to a point where the revenue now in sight will take care of interest charges, and giving cumulative preferred stock of a special rating for the surrendered bonds, it is hoped to save the road until it can be developed to a better paying basis.

Various details remain to be adjusted—for instance the amount of each bond issue which should be surrendered, the interest rate and other matters. These questions are being threshed out by two committees representing the majority of the owners of each bond issue.

Holdings of the 1901 securities are represented by J. R. Galt, A. F. Judd, A. Lewis, Jr., and J. Waterhouse. The owners of the issue of 1909 have E. H. Wedehouse, E. I. Spalding, R. W. Shingle and A. W. T. Bottomley acting for them.

It is understood that the arrangement of the final details of the reorganization scheme were held in abeyance until the final determination of the freight contracts for the big Hamakua plantations had been made.

John Owen, only letter carrier in the country who was a graduate of Harvard college, died in Boston, aged 74.

One hundred Columbia students, representing forty nations met and organized a club to be known as the International Club of Columbia University.

Italy was to begin restrictions on the importations of cotton from shipments leaving foreign ports on May 10th.

RETIREES FROM CHIEF OF GUARD AFTER LONG SERVICE TO TERRITORY



Col. J. W. Jones, who retires as adjutant-general of the National Guard of Hawaii, after many years of faithful and conscientious work.

PORTLAND LINE PLAN IS AGAIN BROUGHT TO FORE

Northwest Steamship and Railway Officials Revive Project For Steamer

Railroad and steamship officials on the coast are beginning to turn serious attention to the plan of establishing winter steamship communication direct between Portland or Seattle and Honolulu.

The Portland Oregonian of May 19 says:

Steamship service between San Pedro (Los Angeles), Cal., and Honolulu may be provided by the Great Northern Pacific Steamship Company during the winter, while travel between Portland and San Francisco is at its usual low ebb.

In this event, said Cal E. Stone, traffic manager of the company, yesterday, one of the steamers regularly operating between Flavel and San Francisco will be used in the Honolulu service.

(Continued on page two)

MRS. WINKLEY IS VISITING WHERE ZEPPELINS COME

"I hope my wife was not at South End yesterday," Henry G. Winkley of Castle & Withington's office, anxiously remarked this morning.

Mrs. Winkley is staying at Westcliff, where the son of the couple is attending school. Directly after the raid by four Zeppelins at that place on May 10, she cabled the message "All right" to her husband. South End and Leigh closely adjoin Westcliff, and the Star-Bulletin despatch of the date just mentioned said it was reported that the air flotilla "appeared above the south end of Westcliff-on-the-Sea" and attacked the city and that Leigh was attacked, 60 bombs being dropped on the south end, the most striking on the beach.

Probably "south end" in that despatch should have been given as a proper name, in view of yesterday's news of another air raid dated from a place so named.

PROBE DEATHS FROM DROWNING AT MAUI PORT

J. N. S. Williams and Alexis J. Gignoux, Chairman Forbes being on the mainland, were the only members of the public utilities commission to be present at the special meeting of the board being held in the Kauiakoani building this afternoon to investigate the capsizing of a landing boat from the Inter-Island steamer Kilana and the subsequent drowning of a Japanese woman and a Chinese at Lahaina, Maui, several weeks ago.

As a result of the accident, the commission may order steamship masters to ply searchlights on landing boats at night. The boatmen claimed that owing to darkness they were unable to rescue the two passengers who lost their lives.

SAMUEL JOHNSON NAMED HEAD OF NATIONAL GUARD

Governor Pinkham Receives Acceptance of Office of Adjutant General of Territory

OFFER AND REPLY SENT IN WIRELESS MESSAGES

New Appointee Now on Man-churia En Route to Orient—Will Assume Office Sept. 1

Col. Samuel Johnson, N. G. H., retired, has been appointed the adjutant-general of the National Guard of Hawaii to succeed Col. John W. Jones, and acceptance of the offer of appointment was wireless to Governor Pinkham today.

Col. Johnson, who takes office September 1, is aboard the Pacific Mail liner Manchuria, en route to the Orient, where he expects to spend eight or ten weeks on business in the Malay States. On Tuesday Governor Pinkham wirelessed the offer of appointment to the former guard officer. The reply came today.

"Accept appointment adjutant-general with great appreciation," was the message Governor Pinkham received from the new appointee.

Col. Jones will remain as head of the guard until September 1, when he probably will be placed on the retired list. The position to which Col. Johnson has been appointed carries a salary of \$250 monthly.

In addition to serving as head of the national guard, Col. Johnson will sit as a member of the naval militia commission, ex-officio, when that commission is organized. This latter position has no salary attached.

Col. Johnson was 15 years on the active list of the National Guard of Hawaii, from 1893 until 1908, when he was placed on the retired list. He is noted as a private, and retired as colonel of the 1st Infantry.

In 1909 Col. Johnson became captain of Company F, 1st Infantry, N. G. H., and in 1907, under the old system of election of field officers, he jumped from captain to lieutenant-colonel, which grade he held for about one month, when he was elected colonel. Col. Johnson was head of the 1st Infantry from April 15, 1907, until June 5, 1908.

FERRIS REACHES MAINLAND STILL AGAINST TARIFF

Oklahoma Democrat Comments on Apparent Prosperity of Hawaii While War Prices are On—Thinks Need For Revenue May Make Democrats Suspend Free-Sugar Clause Next Session

Congressman Scott Ferris of Oklahoma, guest of the territory with the Congressional party on its recent visit to Hawaii, returned to the coast unconvinced that Hawaii needs a protective tariff on sugar. Ferris is a Democrat. Some of his fellow-Democrats said after investigation here that they believed in Hawaii's cause, but interviews with Ferris published by the San Francisco Journal of Commerce and the San Francisco Call indicate that Ferris is still against the tariff.

The Journal of Commerce quotes Ferris as saying:

"Just now, of all times, the sugar interests of Hawaii are least in need of governmental protection, and the consumer can least afford to pay the import tax. At the present prices sugar makers should realize profits against any loss through the removal of import duty until they can get fully adjusted to the new conditions of foreign competition. Besides, there are only 38 sugar growers in the islands, and the state of their business does not indicate need of protection. In fact, all signs point to an exceptionally good year for them.

"The sugar interests are not, however, without hope that the tariff will be continued," he said. "The European war has not curtailed the consumption of sugar. The demand is steadily increasing, despite high prices, and though Cuba is increasing its production somewhat, as are the

(Continued on page three)

NO SAND-BANKED AROUND F-4 IS DIVER'S REPORT

Fred Nielsen Makes Examination—Work Will Be Resumed Along Original Lines

Diver Fred Nielsen descended to the sunken submarine this morning and after a careful examination of the boat and its position on the bottom brought up word that salvage work could be resumed along the original lines.

It was feared that the action of the heavy surf near the reef, where the F-4 broke away from her lines a few days ago, might have banked up sand in such a way that it would be impossible to get new lines about the boat. Nielsen's report was that the F-4 was lying far over on her side, in practically the same position as when she was last under tow.

This afternoon diving is being continued. A further examination of the vessel is desired and it is possible that some actual under-water work will be done by the divers in directing the placing of lines and getting another start towards taking the F-4 through the channel and alongside the quarantine wharf where the bodies are to be removed.

During the two days when rough weather made it impossible to resume work the new gear was got ready and everything prepared for the next stage of the task. Shorter chains are now inserted in the wire cables, so that the F-4 can be lifted clear of the channel floor with no danger of the chains reaching the drums of the scows.

Diving conditions were good this morning, with the exception of a strong motion under water, which made it difficult for the diver to keep his feet. The water was clear as a bell, however, and the shape of the submarine, which lies in 45 feet, could be plainly seen from the surface.

The Princess Irene was blown up in the heart of the naval base at Sheerness, close to the dock at which the battleship Bulwark was mysteriously destroyed by a tremendous explosion. Of the crew of 250 men aboard the steamer only one man survives the catastrophe, while the force of the explosion and the flying bits of wreckage killed, in addition to wiping out the crew, 78 workmen ashore.

The loss of the Princess Irene was first made public through Lloyd's. The report was confirmed by the admiralty, which gave out the figures of the loss of life.

IRON FENCE

Structural and Ornamental Iron
H. E. HENDRICK, LTD.
Merchant and Alakea Sts.

M'BRYDE SUGAR PAYS DIVIDEND ON COMMON

Shareholders Will Receive 50 Cents Per Share on June 25, Directors Decide

PROFITS ON PREFERRED ISSUE TAKEN CARE OF

Both June and December Disbursements Authorized at Meeting Held Today

For the first time in the history of the McBryde Sugar Company, Limited, the owners of common stock are to receive a dividend, the directors having today voted a disbursement of 50 cents a share on the common stock, payable on June 25 of this year.

This action followed immediately after the directors had authorized the payment of the two semi-annual dividends on preferred stock for this year, one payable June 25, and the other in December. Authorization of both the preferred dividends at this time and the payment on common indicates that the company's treasury is in a flourishing condition.

The preferred stock issue totals \$600,000. It is on a 7 per cent basis, making \$42,000 a year. The dividend on common will total \$82,500, there being issued 165,000 shares of a par value of \$16 each. The stock has recently climbed on the local exchange from \$5.75 to \$7.25 asked.

The company also has outstanding 5 per cent bonds to the value of \$1,893,900, which require an interest appropriation of \$94,695 each year.

The bond interest, preferred dividends for the year and the dividend on common stock will make a total operating profit disbursement for the year of \$219,497 for the McBryde company.

The directors have made no statement as to whether there is any likelihood of another common stock dividend this year.

Last year the properties of the McBryde Sugar Company, which are on the island of Kaula, were credited with an output of 16,345 tons of sugar, the largest in the history of the company.

U. S. HELP FOR MEXICO NEEDED

BEGIN RETRIAL OF OPIUM CASE AGAINST SCULLY

JURY FINALLY SECURED FROM THIRD VENIRE—CHANG CHUN IS FIRST WITNESS CALLED

The retrial of John T. Scully, charged with having transported and otherwise handled opium, was begun before Judge Charles F. Clemons in federal court this morning. Following the drawing of a special venire of 10 persons, the third venire to be summoned since the retrial was called up, a jury was secured and sworn.

The jury is composed of A. E. Lister, Conrad Bollman, J. H. Drew, W. H. McInerney, James W. Pickard, M. Wahn, E. C. Wilder, C. B. Hall, George W. Parr, R. P. Faithfull, Robert Hart and A. B. Clark.

Deputy Marshals Heine and Harris yesterday summoned R. P. Faithfull, W. H. Smith, J. W. Pratt, Robert Hair, A. B. Clark, S. A. Walker, Carl Du Roi, W. L. Warren, W. W. Taylor and A. E. Lloyd as the third special venire. Of this venire only two are members of the jury.

Chang Chun, a Chinese, who is alleged to have been held up and robbed of more than \$600 by Scully and three other men in a house in Kalihi the night of February 3, was the first witness called to the stand today by the prosecution. The witness said that he met Scully at River and Kukui streets the night of February 3 by appointment, and from there, in company with two other Chinese, was taken to a house in Kalihi, alleged to have been occupied by J. J. McGrath, now a fugitive from justice.

In answer to questions put by District Attorney Jeff McCann, the witness narrated other alleged details of the purported transaction from the time of the arrival at the house to the alleged leaving of the Chinese at the custom house.

The prosecution finished with the witness shortly before 11 o'clock, after which he was cross-examined. The trial probably will be closed some time during the coming week.

The case has been continued until Tuesday morning at 8:30 o'clock.

BRITISH BATTLESHIP LOST IN DARDANELLES

LONDON, England, May 28.—Two heavy blows were inflicted upon the British navy yesterday, another battleship being lost and a naval auxiliary being blown up. The battleship, torpedoed and sunk in the Dardanelles, is the Majestic.

Following the news of this loss came that of the complete destruction of the steamer Princess Irene, being used in the government service.

FRENCH MINISTER WHO FACES HARD PROBLEM IN DIRECTING POLICY



Alexandre Millerand, France's great war minister, who has helped to weld together the French people into one united purpose—the defeat of Germany.

U. S. HELP FOR MEXICO NEEDED

Head of Red Cross Relief Work Urges Wilson to Appeal For Funds

[Associated Press by Federal Wireless]
WASHINGTON, D. C., May 28.—Miss Mabel Boardman, chairman of the American Red Cross National Relief Board, has requested President Wilson to appeal to Congress for funds to relieve the starving Mexicans. She says the need is tremendous.

GERMANS CONCEDE VICTORY FOR RUSS FORCES IN BATTLE NEAR SIENIAWA

BERLIN, Germany, May 28.—Victory for the Russians in a battle near Sieniawa is conceded. Elsewhere the fighting is favorable for the Germans. Nine thousand Russians have been captured.

LONDON PAPER DECLARES GERMAN REPLY TO U. S. NOTE WILL TEMPORIZE

LONDON, England, May 28.—The Evening news today declares that it has authority for saying that the answer to the American note will be of a temporizing nature. The News says that Berlin despatches declare the reply will be presented tomorrow. "They are of a temporizing character, and ask the United States either to affirm or deny that the Lusitania carried ammunition for the Allies," says the News.

GERMAN FACTORY WORKERS KILLED IN DARING RAID BY ALLIES' AVIATORS

AMSTERDAM, Netherlands, May 28.—The chemical factories at Ludwighafen, Germany, which were raided by the Allies' aviators, are working today. Bombs killed eleven and wounded 24.

RUSSIANS DRIVE TURKS FROM URUMIAH

PETROGRAD, Russia, May 28.—The Russian army has driven the Turks from Urumiah, Persia, and occupied the district.

ADAMANT JACKSON NOW COMMANDS BRITAIN'S FLEETS

LONDON, Eng., May 28.—Admiral Sir Henry Hradwardine Jackson has been appointed first sea lord for the navy, succeeding Vice Admiral Fisher, who resigned following friction with Winston Churchill, former first lord of the admiralty.

Admiral Jackson has served in the navy since 1868, holding some important commands.

LONDON, Eng., May 28.—The accomplishments of the British submarine E-11, operating in the Dardanelles, form the outstanding feature of yesterday's developments from the British standpoint. The E-11 returned to the fleet yesterday, after having penetrated to the Constantinople arsenal, where she torpedoed a transport, moored at the arsenal.

U. S. S. NORTH CAROLINA GROUNDS AT ALEXANDRIA

[Associated Press by Federal Wireless]
WASHINGTON, D. C., May 28.—The U. S. S. North Carolina, a cruiser, grounded in the harbor of Alexandria, Egypt. She will be towed to Constantinople.

ON TWO FRONTS, ARMIES OF EMMANUEL ADVANCE; GERMANS CONCEDE DEFEAT AT SIENIAWA

RUSSIANS VICTORIOUS IN IMPORTANT BATTLE—LONDON REPORT DECLARES GERMANY'S REPLY TO AMERICAN NOTE WILL BE TEMPORIZING—URUMIAH WRESTED FROM TURKS BY RUSSIAN FORCES—TEUTON SUBMARINES SINK MORE MERCHANT VESSELS IN "ZONE"

[Associated Press Service by Federal Wireless]
GENEVA, Switzerland, May 28.—On two fronts, in the Trentino and Trieste districts of Austria, the Italians are pressing their early advantages won by the dash across the border immediately after the declaration of war.

The Italian advance in Carinthia is steadily progressing. The Italians have taken fourteen more villages, the Austrians retiring before them.

ROME, Italy, May 28.—Italian aeroplanes have successfully bombarded Trieste, doing much damage in the city with their bombs.

The Nabresina railroad has also been assailed by the Italian air-raiders and damage done to stations and road-bed.

The Italian army has occupied additional terrain along the Tyrol border.

On the Trentino front the Italian and Austrian artillerists are engaged in a brisk battle.

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PENZANCE, Cornwall, England, May 28.—The British steamer Cadeby has been sunk off the Scilly isles by a submarine. During the sinking there was some gun-fire. The crew and four passengers were rescued.

COPENHAGEN, Denmark, May 28.—The Danish steamer Ely struck a mine and sank off Stockholm. The crew was saved.

[Additional Telegraph Despatches on Page 9]
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The E-11 made a wonderful cruise, covering 200 miles through the Narrows and the Sea of Marmara to Constantinople.

In the Sea of Marmara she torpedoed and sank the supply ship Rostock and an ammunition ship, at Constantinople she torpedoed a transport.