

LINER CHINA HERE WITH STORY OF HOLD-UP BY BRITISH VESSEL

Official list of passengers taken from American S. S. China on February 13, 1916, by British auxiliary cruiser, said to be the S. S. Laurentic:

FIRST CABIN.	
C. Breckner, Austrian	W. Hinkle, German
A. Camerale, Austrian	A. Plety, Austrian
W. Evi, German	W. F. Scheutter, German
H. Fokkes, German	E. Siemssen, German
G. Grotjann, German	F. Schiefner, German
R. Grimm, German	F. Weurth, Austrian
Anton Gerl, Austrian	

SECOND CLASS.	
A. Bach, Sr., German	E. Kraus, German
A. Bach, Jr., German	K. Krausch, German
W. Doering, German	P. Meinks, German
A. Frederick, German	L. Mechlun, Turkish
J. Gratz, German	W. Pigulla, German
A. Gertzer, German	L. Rospeck, German
J. Glickman, Turk	G. Streckfuss, German
K. Goecks, German	A. Schroeder, German
I. Haas, Austrian	A. Schwartz, German
B. Hauer, German	K. Tolkmitt, German
J. Janssen, German	R. Weber, German
R. Klein, German	P. Zednick, Austrian
A. Klein, German	

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In the afternoon, when the cruiser allowed the China to proceed.

The Laurentic was not the same British vessel which stopped and searched the China on her outward voyage, 200 miles north of Manila, February 4.

On that occasion the vessel was a regular warship, with three funnels, having no name, but the husbands of the bluejackets coming aboard read "H. M. S. Cerebus."

Before the captured men left Shanghai the German consul conferred with the American consul, who said they might possibly be taken off while in Japanese ports, but should not be in danger during any other part of the voyage.

Noted Formal Protest.

"I have noted a formal protest to the American consul at Nagasaki, and have reported the affair to the United States minister at Peking (Dr. Paul S. Reinsch)," said Capt. F. E. Frazier, the China's commander. "It is up to the United States government now to take action."

"I understand the German consul at Shanghai communicated with the American consul there, and was told by the latter that the only danger was that the Germans and Austrians might be taken off while the ship was in Japanese ports, but outside of that there should be no trouble. We didn't anticipate any difficulty whatever, and the whole affair is high-handed in the extreme."

Capt. Frazier said the British cruiser stopped the China at 11:25 a. m., 10 miles off shore from Wosung, the port of entry from Shanghai.

Leutenant in Command.

"They were lying for me," he stated, "and as soon as they saw us they opened fire and landed in our direction. The cruiser fired a couple of blanks and then a shell. I stopped the ship and the cruiser lay to and sent a lieutenant and boarding party aboard. He informed me that he was acting under orders to remove all German and Austrian men passengers from my ship."

His men came aboard armed, and when I ordered them to disarm the officer refused, saying he considered it necessary to the safety of his men for them to retain their weapons.

"The lieutenant would not tell me the name of the cruiser. She was a ship about the size of the Manchuria or Mongolia, but whether she was the White Star liner Laurentic I cannot say. She was a one-funnel ship, painted the regulation British war color. Her captain did not come aboard us, but remained on his ship.

Protests of No Avail.

"I told the lieutenant we were a neutral ship, carrying passengers from one neutral port to another, and that he had absolutely no right under international law to halt us and remove our passengers, but all my protests counted for nothing.

"The cruiser detained us for five hours, and when she allowed us to proceed we went on. She was stationary when we left her, and her officers gave me no intimation whatever as to where they were going to take the men."

Asked What Had Been Done.

Capt. Frazier inquired as to what progress had been made by the American government concerning the China case, and when informed that nothing had been done further than that the state department is endeavoring to obtain all the available facts, expressed great disappointment at the lack of definite action from Washington.

The captain said many of the men taken off were representative German and Austrian business and professional men, worthy persons, and above the average in intelligence and business integrity. Many of them had their businesses ruined as a result of the bombardment and capture of Tientsin by the Japanese.

According to the story told by Purser K. W. Clark of the China, the British cruiser fired two blanks, and then a line shell across the China's bows, the latter being a signal to stop instantly.

Had Waited All Night.

"We were scheduled to sail from Shanghai the night before," he said, "but were late in leaving, so didn't get started until the following morning, February 13.

"We had just steamed out from the mouth of the Yangtze, about 70 miles out, when we found the cruiser waiting for us. Her men told me after

they came aboard that they had been waiting for us all night, and hadn't taken their clothes off.

"In addition to the German and Austrian men the cruiser took off we have a number of German women and children who are being sent home to Germany by the government. As I understand it, the entire lot were being sent home by the German government."

One Courtesan Aboard.

Among the German women on board who are being sent back by the German government are the Countess V. von Hofenfels and party. Other German women and children include Miss I. Bieger, Mrs. S. Dinkelman, Master G. Dinkelman, Mrs. E. Ehrholdt, Mrs. A. Greiner, Mrs. F. F. Greve, Master Werner Dello, Mrs. M. Hartmann, Mrs. I. Johannsson, Master M. Kohler, Mrs. A. Kutt, Master Peter Kutt, Mrs. J. Lutgens, Master H. Lutgens, Mrs. A. Muller, Miss Lily Muller, Miss Lily Muller, Mrs. M. Pabat, Mrs. A. Petyson, Miss T. Peters, Mrs. L. Reimers, Mrs. A. Reinelt, Miss I. Reinelt, Mrs. F. Schutter, Mrs. E. Schuitz, Mrs. F. Stoffregen, Master Hans Stoffregen, Mrs. W. Strenger, Mrs. E. Traub, Master F. Traub, Mrs. E. Vogel, Mrs. M. Will, Miss I. Will and Mrs. E. Zollner.

Missionary Tells Story.

An American Presbyterian missionary, A. J. Fisher, who is returning on a furlough, from Canton, where he has been engaged in Presbyterian missionary activities, told an interesting story.

"We steamed out of Shanghai between 8 and 9 o'clock on the morning of February 13," he said, "and about 11 o'clock we saw this cruiser. She fired two blanks at us, and followed them with a shell. The captain hove to, slowing down after the second shot.

"Capt. Frazier hoisted the American flag as soon as the cruiser began firing. She came to within a quarter of a mile of us and then sent out small boats.

"The sailors were all armed with rifles, in addition to their side-arms. They came off in rowboats from the cruiser, which showed no name. She was a big passenger ship, high out of water, and painted a dull gray. She had not made any attempt to disguise herself, but showed plainly that she had been converted into a war vessel.

"The officers examined all the papers and then took off 38 Germans and Austrians. There were two wives whose husbands were taken from them. I was surprised at the lack of emotion. The women whose husbands were being taken away showed very little emotion, and made no outcries. They did not break down or go into hysterics. It was a very subdued but impressive episode from beginning to end."

Mr. Fisher said that the cruiser, after it allowed the China to proceed, steamed toward the south, apparently in the direction of Hongkong. He said the China's passengers could see the cruiser's guns. Other passengers said she was armed with 10 six-inch guns.

Lieut. Comdr. D. E. Theisen, U. S. N., captain commanding at the Cavite Navy Yard, was a passenger on the China, and saw the liner stopped and boarded by the Laurentic's party. He has made a report on the removal of passengers to Admiral Winterhalter, commander of the Asiatic fleet, stationed at Manila, and will probably be called on to make another report to Washington on his arrival at Mare Island, where he is going on sick leave.

TINY GERMAN KIDDIES CRIED HARD WHEN THEIR FATHER WAS CAPTURED



Children of Mrs. Richard Weber a passenger on the steamship China, which is in port today. Their father was among the 38 German passengers removed from the boat by British officers. From left to right, they are: Ellen, aged nine; Martin, aged 18 months; and Adelheid, aged six.

Mother of Three Children, Whose Husband Was Forcibly Taken From Liner China by British Boarding Party, Tells of Thrilling Experience on High Seas

With her husband taken from her along with 37 other German men when the American steamship China was stopped by English officers soon after leaving Shanghai, with three children to support, and with her small funds dwindling, Mrs. Richard Weber of Tientsin, China, is in port today on her way to San Francisco.

Mrs. Weber is a native of South Africa, and speaks English fluently. The last she saw of her husband was when he waved goodby to her as the British launch was pulling back to its ship from the side of the China.

"Goodness knows," said Mrs. Weber this morning to the Star-Bulletin as she smiled bravely, "what is to become of the boys. I shall put myself under the protection of the German consul just as soon as I reach San Francisco, of course, and after that must wait until the time when we can all get together again."

"No idea where he is.

"As to the whereabouts of her husband now, Mrs. Weber has, of course, no idea whatever. In fact this was one of the first questions that German women began asking this morning when they saw people come on board the China from land.

"Which way did the boat go?" and "What have they done with the men they took off?" asked woman after woman in broken English.

Only two wives were left alone thus on the China though many of the women had friends and relatives among the 38 Germans who were lowered over the China's side and hurried off in the small boat.

The other woman who is left alone is a Mrs. Schutter, a Canadian woman by birth, and herewith her one of those strange plays of war's irony, for the husband, being a German, was removed.

Mrs. Weber's three children, Ellen, Adelheid and Martin—two girls and a boy—are aged 9, 6 and one and a half years, respectively. They have become the favorites of the boat.

"My kiddies cried pretty hard when their papa was taken," said Mrs. Weber.

Fellow passengers on the China speak high words of praise for the behavior of the German women, who took the unusual event calmly in most cases.

This is not the first time the Weber family has suffered from the war, for the loss of the little restaurant which they owned in Tientsin, and which brought them in a comfortable living, came as a result of the international conflict.

"We kept the hotel under a Russian concession," says Mrs. Weber "but soon after the war broke out we began to get him's that our license would be taken away from us.

"Hoped for New Start.

"About a year ago this happened, and we struggled on trying to make a living and to eke out our small means. Business is at a standstill in China, however, and attempt after attempt failed. Finally Mr. Weber and I decided the only thing left was to come to America and start in anew."

"They sent an armed officer down with my husband to our cabin," she said, in telling of the search of the vessel. "There was not much time for goodby's. A few clothes here and there were grabbed hurriedly and the boat was off with him.

"Many men were summoned off without coats or collars, and some even had only slippers on their feet."

Practically all of those on board the China, passengers and crew alike, speak of the courteous manner in which the English officers acted.

Used All Courtesies.

"They used the utmost courtesy in keeping with their official duties," declared a stewardess on the boat,

"and they didn't take off the Germans because they liked to do it. It was because they had been ordered to do so by the government."

"One of the officers told me that the thing was done in the name of humanity, with the belief that it would end the war sooner. There was a sick German on board and he was not molested. None of the ladies were molested, either."

E. von der Hoff, a passenger on the boat, who has American citizenship papers, declared that one young lieutenant tried to bulldoze him a little until informed that he was an American citizen. Other passengers on the boat refer to this "young lieutenant," who seemed a little officious, but this man is the only one with whom fault of this nature is found.

Took One Munchback.

One of those removed from the liner was a munchback, mature in years, but small in stature, who went along with the others because he was a German. Passengers say that the baggage of these men was all thrown into one trunk belter-skeeter, no time being given for each man to pack his own things. No questions were asked after it was once ascertained that a man was a German. Many of the men were said to have been past military age.

Two Blanks and a Shell.

"Our first warning to stop came when two blank shots were fired by the British ship," said another passenger. "Then came a shell and we knew they meant business."

"You bet it screamed," he replied in response to a question. "You bet your life it screamed."

"Then the small boat came up to us and as it drew alongside our captain called down to them that they would have to disarm before coming on. I was close to the captain. He called twice loudly, but they came armed anyway.

Twelve Men Climbed Up.

"Twelve of them boarded our side,

WAR PLOT GIVEN NEW LIFE; THREE MEN ON NIAGARA?

Gordon, Ward and Corkell Said to Have Been Sent Out; British Consul Makes Denial

(Continued from page one)

engers booked to sail in the Niagara, and T. H. Davies & Company today stated that no extra crew members were taken on at this port.

Think Randell in It.

According to information at hand, say the investigators, the name of Guy D. Randell is connected with the purported "plot," the belief being that he may have had a hand in assisting the men to leave here, if they have gone. Randell is now confined in Oahu prison, charged with attempting to recruit soldiers out of the local army forces for service with the Allies.

The officials say that Gordon, Corkell and Ward were recently staying at a rooming house on King street, and that the proprietor of the place furnished some of the information which led to the belief that the men had been recruited for foreign service. It was also learned that Randell was staying at the same place, but that he was ejected after trouble regarding a bill. He was seen several times in company with Gordon, Corkell and Ward, say the officials.

Men Made Denial.

A few days prior to the sailing of the Niagara, Gordon and Corkell are said to have removed to a room in a lodging house on Alakea street. When the officials confronted them there with what were believed to be the facts in the case, they denied everything, one of the investigators declares. This official says that two grips belonging to the men were found packed, E. L. S. Gordon, British consul, whose name was linked with the case by a person giving information to the federal officials, said today that he knew nothing about the matter, and that he had no knowledge of the men alleged to have been recruited.

The federal officials say they will continue to investigate the case, as they understand that if the men were unable to secure passage in the Niagara, they were to leave here in the next boat for Vancouver.

MORNING ON 'CHANGE

Olaa continues to rise and is now selling at \$16.50. Out of a total sales of 6739 shares reported on today's 'Change sheets, Olaa furnished more than one-third of the entire amount of business. Honokaa is firm at 9 1/2, which represents a rise of more than half a point, and McBryde is stationary at \$12.75. Ewa is up one-quarter and Hawaiian Pineapple has established a new high level of \$36. Pioneer continues to rise with the rest of the list and is selling now at only one-eighth under \$45 per share.

With revolvers swinging and cartridge belts buckled around them. They claimed afterward that they didn't hear the captain's order about disarming, but this was a joke, for it could not have been mistaken.

"The cruiser stood off about half a mile to our right. We could see it plainly. They came on about 11:30 o'clock in the morning and it was 1:30 in the afternoon before they left the boat. We were lined up at first for a general inspection and all our papers were examined.

"This was what took longest. After they had decided who the Germans were, it didn't take long to get them off into the launch. Some of the women took it harder after the men were gone than they did before. I suppose the excitement held them up for the time being.

"Everybody was surprised, that's beyond question. No one had suspected that such a thing would happen to an American boat on the high seas. We were about 10 miles off the three-mile limit, I suppose."

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CARD OF THANKS.
Alexander J. Karatti wishes to thank all those who have signified their sympathy in his bereavement.
Adv.