

OFFICIAL STORY OF THE GREAT DISASTER

SENATORS QUERY ISMAY ON STAND

(Continued from Page 1)

Their lesser mates on the bridge deck. He struck religiously to facts without ostentation or a touch of rubbing up his own log, how he had speeded the Carpathia to the rescue of the drifting, ice-bound boats.

But whether the captain of the Carpathia, the head of the White Star line and principal owner of the torn and foundered Titanic or other witnesses were being questioned, luxury, luxury, the glamour of spending, enjoying, dominated the scene.

The "wake of the Titanic" was held in surroundings which insistently called to mind the dead millionaire who was one of that gay company doomed to taste the bitterness of death, swift upon the service of the last millionaires' banquet in the fastidiously-furnished saloon of the big boat built for oblivion to Mammon. After, as before, wealth, wealth beat upon the eyeballs for the dirges.

Perhaps the greatest shock of the session came when the Titanic's principal owner, J. Bruce Ismay, confirmed the worst calculations of the speed at which the great ship was rushed to ruin. "Twenty-one knots — 26 miles an hour," said the chief official of the great International Mercantile Marine, clasping his hands together, looking down at the table in front of him, avoiding the searching eyes of all in the room.

Ismay had made desperate efforts to avoid the pitiless reporters who had dogged his doors down at the Cunard pier and his steps wherever he ventured on the way to the Waldorf. He was sworn and gave his evidence with apparent frankness and the desire to let the whole truth be known at what ever personal cost. But he was nervous and pitifully agitated — as apparently a nervous wreck.

He did show a certain amount of assurance and anger at one point, and then he spoke clearly and with head and hand punctuating what he said. That was when he was rebutting the charge that the ship was pushed under the last pound of steam "to make a record" — a record of haste and horror. He said that was unjust and untrue.

"No one ever runs a new ship at full speed until they know every part is working smoothly."

Margin for Safety.
The ship's full speed was 78 revolutions per minute and they made but 72 as they were scudding through the ice-pack, striking with the great bergs which he admitted had been already resorted ahead.

The concession of six revolutions to safety made a pronounced impression. The untechnical gasped as they tried to figure for themselves what this powerful piston meant when pitching the painted plates of the populous palace against the precipitous pillar of ice.

The head of the White Star Line (striker of its stupendous star among stars of the sea) was not easier to rattle suggestion and stated the charge that he sought his own safety and abandoned the ship on the very first alarm. But, when the question was put to him by Senator Smith (who, with Senator Newlands, was the only member of the upper house of Congress present when he was giving his testimony) he cleared himself by a brief and precise brace of answers.

Hour and Quarter on Wreck.
He was on the ship for an hour and 15 minutes after the mortal wound was inflicted upon the starboard side of the liner and he did not board the lifeboat until all the women then on that deck were provided with seats and the officer in charge was about to give the order to lower away.

A pregnant point in Captain Rostron's testimony was when he was telling of the approach to the spot on the waters where the Titanic had signaled for aid. They saw lights and with glad heart took these to be from the brilliant sides of the liner then being pounded by the flattening, furious force of the weight of the welling waves.

Iceberg Like Specter.
And then they saw it was an iceberg — attendant specter of the spirit of the sea supremacy over man's bravest hand work in the building of ships. They veered off a point, avoided it and arrived at their goal — as fast as feasible; too late to stand by the lost liner, but in welcome time to save those who had gained places in the far too few lifeboats. Only a boatswain and one solitary seaman were in the first boat picked up.

Captain Rostron created a sensation in the crowded room when he told how it was merely by the most miraculous accident that signal of distress was caught by the Carpathia — that but for a fluke of chance not a soul would survive to tell the tale of the Titanic's terrible end.

Fortune Favored Survivors.
The wireless operator happened to go to his office by accident — he was off duty and no one was at the key. Kind fortune favored the survivors at both ends of the wireless flash. The Titanic's apparatus broke down and was just repaired in time to cry through the cloud for aid. And providence's pity, sympathizing with sorrow on the seas, led the operator of the Carpathia by the hand and took him to his key just at the very moment of need.

The details of the story were drawn out by Senator William Alden Smith, chairman of the special sub-committee charged with the examination of witnesses, and Senator Newlands, the other Senator, who came to New York to conduct the inquiry.

Ismay was accompanied by P. A. S. Franklin, vice president, and Emerson

E. Parvin, secretary of the International Mercantile Marine. Besides the committee, Representative Hughes of West Virginia, whose daughter, Mrs. Lucien P. Smith, was saved and whose son-in-law was lost, was present. Another spectator was Truman H. Newberry, former Assistant Secretary of the Navy.

Ismay Visibly Nervous.
Adjusting his cuffs, Ismay was visibly nervous when he took the stand. He gave his age as 50 years. In response to a few formal questions, he said he sailed as a voluntary passenger on the Titanic.

Senator Smith began to ask the witness to detail his experience on the Titanic. Ismay interrupted, but Senator Smith continued. Then Ismay said he desired to express his sincere grief at the disaster and to welcome the fullest inquiry.

"Kindly tell the committee all the circumstances surrounding your voyage," said Senator Smith. "Tell us as succinctly as possible, beginning with your boarding the vessel at Liverpool, your place on the ship and as many circumstances as possible to help this committee."

"First, I wish to say that I court the truest inquiry," said Ismay. "This awful catastrophe, I must say at the outset, I greatly deplore. We have nothing to conceal, nothing to hide."

Trial and First Trip.
"The boat left Belfast, I think, on the 1st of April. She underwent her trials safely and arrived at Southampton Wednesday, April 3, I think. We sailed on Wednesday, April 10, leaving Southampton at 12 o'clock noon. That evening the Titanic reached Cherbourg, having run at about 68 revolutions."

"We arrived at Queenstown Thursday noon. Titanic was then running at 70 revolutions. The first day, I think, we made about 467 miles. The next day we increased the speed to 72 revolutions and I think we made 519 miles. The next day we increased to 75 revolutions and ran about 546 miles."

Crash While Sleeping.
"The accident took place on Sunday night. The exact time I do not know, because I was asleep. The ship sank, I am told, at 2:30."

"I understand you have been told the Titanic was running at full speed. It never had run at full speed."

"She was built to go 80 revolutions and had never been speeded up to that. We never had all her boilers working. It was our intention to speed the boat up to her full quota on Tuesday, but the catastrophe came to prevent it."

Although he came on a "voluntary trip," Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was on board, Ismay said.

"Did he survive?" asked Smith. "Unfortunately, no."

Time Set for Docking.
Ismay said it was arranged between him and Captain Smith of the Titanic not to arrive at New York lightship before 5 o'clock a. m. Wednesday. "There would have been no advantage in arriving earlier," he added.

"Was there any attempt to lower the boats of the Carpathia to take on passengers after you went aboard it?" asked Senator Smith.

"There were no passengers to take on," said Ismay.

"In your lifeboat what course did you take?" the Senator asked.

"I saw a light and headed for it," said Ismay.

"How long were you in this lifeboat?"

"About four hours."

"How many lifeboats were on the Titanic?"

"Twenty, altogether, I think," replied Ismay, "sixteen collapsible and four wooden boats."

Avoided Looking Back.
"Were all the lifeboats that left the Titanic accounted for?"

"I think so; I've been told so, but I do not know of my own knowledge."

"Do you know whether the Titanic had its proper number of lifeboats?"

"Yes, she had. I think there were twenty boats altogether."

Construction of Liner.
"Turning to the construction of the ship, Ismay said the ship was specially constructed so that with any two of the larger compartments full of water she will float."

"If the ship had struck head on she probably would be afloat today," he said.

"Did any of the collapsible boats sink?"

"No, sir."

Ismay Saw No Crowding.
"Was there any jostling or attempt by men to get into the boats?" asked Senator Smith.

"I saw none."

"How were the women selected?"

"We picked the women and children as they stood nearest the rail."

Representative Hughes handed Senator Smith a note, and then the chairman told Ismay that it was reported that the second lifeboat left without its full complement of oarsmen, and from 11:30 until 7:30 women were forced to row the boat.

"I know nothing about it."

Representative Hughes' daughter was in this boat and was assigned to row the cork in the boat, and if it came out, to use her finger as a stopper.

Ismay was asked how long he remained on the injured ship.

"That would be hard to estimate," he responded. "Almost until she sank. Probably an hour and a quarter."

Ismay was asked to hold himself in readiness during the day for another call before the committee. Senator Smith announced it was desired to hear the captain of the Carpathia in the meantime.

Captain Rostron Tells of Carpathia's Help.
Captain Rostron of the Carpathia followed Ismay. He told Senator Smith that he had been captain of the Carpathia since last January, but that he had been a seaman twenty-seven years.

"What day did you last sail from New York with the Carpathia?" asked Senator Smith.

"April 14th," said Captain Rostron. "Bound for Gibraltar."

"How many passengers did you have?"

"I think 120 first class, 50 second class and about 545 third class passengers."

"Tell the committee all that happened after you left New York."

"We backed out of the dock at noon Thursday. Up to Sunday midnight we had fine, clear weather. At 12:35 o'clock Monday morning I was informed of the urgent distress signal from the Titanic."

"By whom?"

Received Wireless Call.
"The wireless operator and first officer. The message was that the Titanic was in immediate danger. I gave the order to turn the ship around as soon as the Titanic had given her position. I set a course to pick up the Titanic, which was fifty-eight miles west of my position. I sent for the chief engineer; told him to put on another watch of stokers and make all speed for the Titanic. I told the first officer to stop all deck work, get out the lifeboats and be ready for any emergency."

Arriving on the scene of the accident, Captain Rostron testified he saw a iceberg straight ahead of him, and stopping at 4 a. m., ten minutes later he picked up the first lifeboat. The officer sang out he had only one seaman on board and was having difficulty in manning his boat.

"The last message from the Titanic," said the captain, "was, 'Engine room nearly full of water.' I answered that I was rushed to her aid. 'Expect to reach your position about 4:30 o'clock,' I flashed back."

"Was the Titanic on her right course when she first spoke you?" Senator Smith asked.

"Absolutely on her regular course bound for New York," said the captain. "She was in what we call the 'southerly,' to avoid icebergs."

"Do you think that the route is a practical one?"

"Quite so; but this is a noteworthy exception."

Captain Rostron declined to say whether Captain Smith had warning enough and might have avoided the ice if he had heeded.

"What would be a safe, reasonable speed for a ship of that size and in that course?"

"I did not know the ship," the captain said, "and therefore cannot tell. Dared Ice To Reach Titanic."

"I had seen no ice before the Titanic signaled us, but I knew from her message that there was ice to be encountered. But the Carpathia went full speed ahead. I had extra officers on watch and some others volunteered to watch ahead throughout the trip."

Captain Rostron said the Carpathia had twenty lifeboats of her own in accordance with the British regulations.

"Would not that indicate that the regulations are out of date, your ship being much smaller than the Titanic, which also carried twenty lifeboats?" Senator Smith asked.

"No. The Titanic was supposed to be a lifeboat herself."

"You say that the captain of a ship has absolute control over the movements of his vessel?"

"Yes, by law that is the rule," Captain Rostron answered.

"But suppose we get orders from the owners of our ship to do a certain thing — if we do not execute that order we are liable to dismissal. When I turned back for New York with the Carpathia I sent a message to the Cunard Line office saying I was proceeding to New York unless otherwise ordered. I then immediately proceeded. I received no order to change my course."

Ismay, sitting in a corner, smiled as Captain Rostron said he never knew of a managing director of one line giving directions to the captain of another line when a passenger on the Carpathia was rescued.

At least two women were rowing. In another lifeboat he saw women at the oars, but how many he could not tell.

Why so few messages came from the Carpathia was gone into. Captain Rostron declared the first messages, all substantially the same, were sent to the White Star Line, the Cunard Line and the Associated Press. Then the first and second cabin passenger lists were sent, and then the wireless failed.

Senator Smith said some complaint had been heard that the Carpathia was breaking, said the Carpathia was not Major Butt. Captain Rostron declared a reply was sent, "Not on board."

He declared he knew of no attempt of President Taft to communicate directly with the Carpathia.

Captain Rostron testified he issued orders that no messages be sent except on instructions from him and for official purposes to go first, then private messages from Titanic survivors in order of filing.

"Absolutely no censorship was exercised," he said. The wireless continued working all the way in, the Marconi operator being constantly at the key.

In discussing the strength of the Carpathia's wireless, Captain Rostron said the Carpathia was only 58 miles from the Titanic when the call for help came.

"Our wireless operator was not on duty," said Captain Rostron, "but as he was undressing he had his apparatus to his ear. Ten minutes later he would have been in bed and we never would have heard."

Chairman Smith despatched Assistant Sergeant-at-Arms Cornelius to the White Star docks to bring before the committee as witnesses a seaman from each of the rescued lifeboats.

REAL ESTATE TRANSACTIONS.
Entered for Record April 25, 1912. From 10:30 a. m. to 4:30 p. m. Charles C. Bittling to A. L. C. Atkinson et al. tr. M. John Vasconcellos to Manuel Cordeiro. D. Juliana Wainika to H. P. R. Glade. M. Mary S. Corbett and husband et al. to John J. Lemas. D. Henry E. Cooper to Notice. Notice Elizabeth S. Beckwith by tr. to Joe Enos. Rel. Paul W. Burns and wife to William E. Miles and wife. D. Entered for Record April 26, 1912. From 8:30 a. m. to 10:30 a. m. Henry Waterhouse Trust Co. Ltd. tr. to Western & Hawn Investment Co. Ltd. M. Henry Waterhouse Trust Co. Ltd. tr. to Western & Hawn Investment Co. Ltd. M. Maria M. Johnson and husband to Fanny Strauch. D. Annie T. K. Parker to Alfred W. Carter, tr. D.

CAPT. MATSON SAYS DISASTER WAS A "CRIME"

SAN FRANCISCO, Cal., Apr. 18.—President William Matson of the Matson Navigation Company yesterday, in discussing the wreck of the Titanic and the appalling loss of life that followed, declared that if the vessel had been built under the United States laws she would have been equipped with lifeboats and life rafts sufficient to carry with ease the many passengers aboard, Matson said:

"I notice by the morning papers that it is the intention of some members of Congress to introduce bills covering the lifeboat equipment of passenger vessels."

"This is occasioned by the apparent lack of such equipment on the steamship Titanic. The newspaper reports credit the vessel with having 16 lifeboats and with a full capacity of less than nine hundred people."

"If the Titanic had been built under the United States laws she would have been equipped with 23,670 cubic feet of lifeboat space, which at ten cubic feet to a person, would accommodate 2367 people. Under the United States laws two-thirds of this capacity must be in properly built lifeboats, the remaining one-third made of approved type of life-rafts or collapsible lifeboats. This regular lifeboat capacity would have accommodated 1578 people and life-rafts or collapsible lifeboats 789 people."

"The United States laws governing this question cover any size of vessel, while apparently the British laws only go as far as 10,000 gross tons."

"I think it was a crime to send this ship out with a license for 3300 people and crew, with only sixteen lifeboats, beside two small boats, as equipment."

"I think it was a crime to send this ship out with a license for 3300 people and crew, with only sixteen lifeboats, beside two small boats, as equipment."

IMMIGRANTS TO PLANTATIONS

Between sixty and one hundred Spanish and Portuguese immigrants who arrived in the islands as passengers in the British steamship Harpoon have been assigned to the several Hawaiian sugar estates, not only on Oahu but to the other islands as well.

A score of new arrivals were sent to Ewa and Waiaina plantations last evening, where employment had been secured for them.

The crowd that is being sent out from the Territorial Immigration Station is made up almost entirely of single men who were handled first by the Federal Immigration authorities.

The Klauha, sailing for Kona and Kau ports at noon today, carried about a dozen laborers.

According to present arrangements, about thirty immigrants are to leave for Maui ports in the Claudine, to sail at 5 o'clock this evening.

Makaweli plantation, Kaula, has also drawn a quota of newcomers, the immigrants departing for the Garden Island yesterday. The crowd at the Immigration station is slowly but surely being reduced in numbers.

LIBERTY HAS CATCHY TRIO

In securing Cecile, Eldred and Carr the new act at the Liberty theater, that house has presented to local theatergoers an act that is rightfully billed as the best act of their kind to ever appear in this city. The only criticism of their performance is that it is too short, while at the same time this trio perhaps introduce more tricks, songs and dances during their appearance before the audience than the usual act of their kind presented in a much longer space of time, and that it is a "whirlwind" act is rightly expressed.

Their turn embraces a little of everything from globewalk and living pictures to the most ludicrous comedy, while Mlle. Cecile introduces three changes of gown, each being a appearance easily recognized as belonging to the higher class of vaudeville.

"Finger stand" of Fred Carr is little, elicits great applause, while his comedy can favorably be compared to that of Marceline, August, and other celebrated clowns. Cecile, Eldred and Carr are one great act.

The balance of the bill is as good as usual. Al. H. Hallet presents a sketch entitled "The Socialist," the plot seeming to be an effort to roast the millionaires, which is done very successfully, but "The Socialist" is not so good as his previous offerings.

Fifty were killed and 100 wounded as the result of an engagement in the Rif district of Morocco. The casualties occurred among the Spanish regulars.

The 2500 operatives in the cotton mills of the Nashua and Jackson Manufacturing Co. at Nashua, N. H., will share in the general 10 per cent advance in wages.

HAWAIIAN WOMEN PLAN TO PETITION CONGRESS FOR VOTE

Urging strongly immediate action in the matter, Mayor Joseph J. Fern, J. M. Poepe and G. K. Keawehaku, Democratic leaders, advised the Hawaiian women present at a meeting held yesterday afternoon for women to be submitted to Congress and to President Taft, through Delegate Kalaniana'ole. Until these documents are drafted, nothing will be given out as to their contents.

After Fern, Poepe and Keawehaku had explained the political situation of the islands as it is today, the women expressed themselves in favor of petitioning Congress for woman's suffrage. The matter will be attended to by committees.

Other speakers were Mrs. John Wilson, Mrs. Keawehaku, Mrs. Poepe, Mrs. Shary, Mrs. Jolani, G. Keolaha, Mrs. Joel Kinkahi and others.

Another meeting of the suffragettes will be held next Thursday afternoon, when it is expected that permanent officers of the organization and matters of importance will be submitted for action.

Fern coyfully intimated that he, too, would be elected next Mayor of Honolulu, succeeding himself.

While no petitions or resolutions were presented at the meeting yesterday, it is certain that some will be in readiness to be submitted to Congress and to President Taft, through Delegate Kalaniana'ole.

Until these documents are drafted, nothing will be given out as to their contents.

After Fern, Poepe and Keawehaku had explained the political situation of the islands as it is today, the women expressed themselves in favor of petitioning Congress for woman's suffrage. The matter will be attended to by committees.

Other speakers were Mrs. John Wilson, Mrs. Keawehaku, Mrs. Poepe, Mrs. Shary, Mrs. Jolani, G. Keolaha, Mrs. Joel Kinkahi and others.

Another meeting of the suffragettes will be held next Thursday afternoon, when it is expected that permanent officers of the organization and matters of importance will be submitted for action.

ADJT. GEN. HALL IS IN A PECULIAR POSITION NOW

Col. McCain Still Acting Under Order to Fill Position.

Brig. Gen. William P. Hall, who became the adjutant general of the Army by the retirement of Gen. Ainsworth Feb. 16, is in a position regarded in Army circles as peculiar. When Gen. Ainsworth was relieved of duty pending the preparation of charges against him for alleged insubordination, the President directed that Col. Henry P. McCain, who was Gen. Ainsworth's chief assistant at the War Department, assume charge of the office of adjutant general and perform the duties of chief of that office until further orders. One effect of that order was to suspend the operation of a previous routine order which provided that Col. McCain should proceed to the Philippines when relieved at the War Department by Col. H. O. S. Heintzland, who had been ordered from the Philippines to Washington for that purpose at the instance of Gen. Ainsworth before his relief. Consequently when Col. Heintzland reported here a few weeks ago, after the departure of Gen. Ainsworth, he was assigned to the special duty of inspecting recruiting stations and Col. McCain continued to act as the adjutant general.

No Change in Status.
General Hall, the legal successor of General Ainsworth, was in Europe on leave of absence at that time. His leave expired the 1st instant. On that day he appeared at the War Department and reported for duty. He was in good health and said he was ready for any service that might be assigned him. It was generally assumed in military circles that he would at once take up the duties of the head of the adjutant general's department and that Col. McCain would resume his former status of chief assistant to the adjutant general, at least temporarily.

Nothing of the sort occurred, however, and, in fact, nothing whatever has been done to change the status of affairs. The friends of General Hall are wondering "where he is at." He is the adjutant general and is ready and fully equipped for duty, they assert, but is deprived of his proper official functions by a subordinate officer of his department.

Embarrassing to McCain.
The position of Col. McCain is equally embarrassing. He recognizes General Hall's rights in the matter, but is unable to transfer the duties of the adjutant general to him because the President's order of Feb. 14 directed him to remain in charge "until further orders" and there have been no "further orders."

Naturally the officials of the War Department and of the general staff of the Army cannot do anything to relieve the situation unless specifically authorized by the President, and it appears that there is a disinclination to even bring the matter to his attention. Although it is believed that the President has no desire to reflect on Gen. Hall's capability, it is an admitted fact that Hall is deprived of his rightful office through no fault of his own.

Medal-of-Honor Man.
General Hall is a medal-of-honor man, and has an unblemished record. He is a son-in-law of ex-Senator Blackburn of Kentucky, and was appointed to the United States Military Academy from Missouri. Graduating from the Military Academy in June, 1868, he reached the grade of Brigadier General in April, 1904. He served successively in the infantry and cavalry, and in the adjutant general's department. He will retire for active duty June 1st next, and his successor as adjutant general will have to be appointed before that date.

Water Resources Report Ready by Next Month.
The report being prepared by the water resource department, and which will be the first one ever made on the water resources of the Territory, should be finished some time during next month.

Water Chief W. F. Martin is writing his chief of it at Los Angeles, and will proceed from there to Washington, where he will superintend the printing of it. He is planning to make it a promotion book as well and has several introductory chapters dealing with the history of the Territory, what there is to see here, and general information that will be extremely useful.

All Like Jack.
To know Jack Atkinson is to have a passport through Japan and the portions of Russia where I traveled," said W. H. Hoops this morning in speaking of his travels.

"Mr. Atkinson is one of the greatest assets this Territory has in that part of the world. All along the I was asked if I knew Atkinson. He stands very high with the officials and the business people everywhere. You can't speak Japanese or Russian but can say Jack Atkinson, you are safe anywhere in Japan and Manchuria."

Girard, the stronghold of Kansas socialism, elected W. H. Ross, a Democrat independent, mayor, over W. E. Ford, socialist, by a vote of 631 to 245.

President Taft has furnished the money to pay for markers for the graves of six soldiers of the American Revolution who are buried in Mendon, Mass.

former status of chief assistant to the adjutant general, at least temporarily. Nothing of the sort occurred, however, and, in fact, nothing whatever has been done to change the status of affairs. The friends of General Hall are wondering "where he is at." He is the adjutant general and is ready and fully equipped for duty, they assert, but is deprived of his proper official functions by a subordinate officer of his department.

Embarrassing to McCain.
The position of Col. McCain is equally embarrassing. He recognizes General Hall's rights in the matter, but is unable to transfer the duties of the adjutant general to him because the President's order of Feb. 14 directed him to remain in charge "until further orders" and there have been no "further orders."

Naturally the officials of the War Department and of the general staff of the Army cannot do anything to relieve the situation unless specifically authorized by the President, and it appears that there is a disinclination to even bring the matter to his attention. Although it is believed that the President has no desire to reflect on Gen. Hall's capability, it is an admitted fact that Hall is deprived of his rightful office through no fault of his own.

Medal-of-Honor Man.
General Hall is a medal-of-honor man, and has an unblemished record. He is a son-in-law of ex-Senator Blackburn of Kentucky, and was appointed to the United States Military Academy from Missouri. Graduating from the Military Academy in June, 1868, he reached the grade of Brigadier General in April, 1904. He served successively in the infantry and cavalry, and in the adjutant general's department. He will retire for active duty June 1st next, and his successor as adjutant general will have to be appointed before that date.

Water Resources Report Ready by Next Month.
The report being prepared by the water resource department, and which will be the first one ever made on the water resources of the Territory, should be finished some time during next month.

Water Chief W. F. Martin is writing his chief of it at Los Angeles, and will proceed from there to Washington, where he will superintend the printing of it. He is planning to make it a promotion book as well and has several introductory chapters dealing with the history of the Territory, what there is to see here, and general information that will be extremely useful.

All Like Jack.
To know Jack Atkinson is to have a passport through Japan and the portions of Russia where I traveled," said W. H. Hoops this morning in speaking of his travels.

"Mr. Atkinson is one of the greatest assets this Territory has in that part of the world. All along the I was asked if I knew Atkinson. He stands very high with the officials and the business people everywhere. You can't speak Japanese or Russian but can say Jack Atkinson, you are safe anywhere in Japan and Manchuria."

Girard, the stronghold of Kansas socialism, elected W. H. Ross, a Democrat independent, mayor, over W. E. Ford, socialist, by a vote of 631 to 245.

President Taft has furnished the money to pay for markers for the graves of six soldiers of the American Revolution who are buried in Mendon, Mass.

The Oahu Loan Fund Commission held a meeting this morning at its new headquarters, Room 61 Young Hotel, to discuss the Frog Lane improvement and the Heala beach belt road work. Both present problems — Frog Lane because the improvement will run over the \$10,000 appropriation and the belt road work because the Supreme Court has recently knocked out the Commission's award of the job to the Lord-Young Company, and the work must be done over again.

Deputy Attorney General Sutton told the Commission this morning that the Governor is very sure some money can be found to help put the Frog Lane work through. Mayor Fern had a suggestion to make to narrow part of the road and change the route so that many of the damages need not be incurred. This and other suggestions were discussed fully. It looks now as if the improvement will at last be started.

The Commission will change the specifications of the belt road work slightly and readvertise for bids.

Department headquarters received word today that the tentage, flooring, plumbing and other equipment for the First Infantry would be shipped from San Francisco May 1. As the