ROYAL

BAKING POWDER

Absolutely Pure

The only baking powder made with Royal Grape Cream of Tartar

No Alum, No Lime Phosphate

60 YEARS' EXPERIENCE

PATENTS

TRADE MARKS
DESIGNS
COPYRIGHTS &C.

Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. HANDBOOK on Patents sent free. Oldest agency for securing patents.

Patents taken through Munn & Co. receive special notice, without charge, in the

Scientific American.

A handsomely illustrated weekly. Largest circulation of any scientific journal. Terms, $3 a year; four months, $1. Sold by all newsdealers.

MUNN & Co. 361 Broadway, New York

Branch Office, 625 F St., Washington, D. C.

BUSINESS CARDS.

HONOLULU IRON WORKS CO.—Machinery of every description made to order.

LEWERS & COOKE (Robert Lewers, F. J. Lowrey, C. M. Cooke).—Importers and dealers in lumber and building materials. Office 414 Fort street.

PROFESSIONAL CARDS.

DR. McCLENNAN—The Royal Hawaiian Hotel; cottage N. Entrance Beretania street, near junction of Alakea and Emma streets Honolulu. Specialist in chronic, difficult and lingering diseases. An honest opinion given at first consultation. Accommodation furnished island patients. Telephone 229.

PEARL HARBOR IMPROVEMENT

(Continued from Page One.)

wall is interested because of the prospect that it would mean additional ships on the Pacific, is having hard sledding. It will pass the Senate but a canvass has developed a hostile majority in the House. The House Committee on Postoffices and Postroads has a majority in favor of the bill but not for making it a part of postoffice appropriation bill. It is the old story over again of the hostility of Republicans of the Middle West to any legislation beneficial to the Atlantic or Pacific Coast ports. A large portion of the people in the Middle West never saw salt water and care nothing for the welfare of the people of the United States, outside of the Mississippi Valley.

The Senate is disposed to put the bill as a rider upon the Postoffice Appropriation bill, which will likely happen. In that event the House may have a hard time shaking it off. On the other hand there will be urgent pleas to defer action till next session, when the Presidential election will have been passed.

Mr. H. F. Wichman, of Honolulu, has been visiting briefly in Washington. He is on the way to Virginia and will soon start on a trip to Europe.

Mr. and Mrs. H. A. Bigelow, formerly of Hawaii, the former now a professor in Chicago University, have also been in Washington on a visit this week.

ERNEST G. WALKER.

DEMON WOOED TOO ROUGHLY.

Silva, the Punchbowl Demon, is in the cells at the police station, the result of too ardent love-making. For some time he has been paying court to one of the fair Portuguese girls who arrived in Hawaii recently from Funchal, but his suit was spurned and his tenderest affections slighted. For quite a while he submitted to the rebuffs and turndowns, but yesterday he so far forgot himself as to try to impress his great regard upon the young lady by slapping her on the cheek. Assault is the charge preferred against him.

RHEUMATISM.

No external application is equal to Chamberlain's Pain Balm for Rheumatism. Prompt relief follows its use. A trial will convince you of its superior merit. For sale by Benson, Smith & Co., Ltd., agents for Hawaiian Islands.

DIED.

LAWS—In San Francisco, February 24, Anna M. Laws, widow of A. R. Laws and the beloved mother of Henry and Laura M. Laws, formerly of Maui and Honolulu.

LOPEZ—In this city, March 9, 5:30 a. m., A. J. Lopez, a native of St. Gerae Island, aged 80 years.

Funeral services Sunday, March 15, under the auspices of the San Antonio Society.

BORN.

COLLINS—At Pittsfield, Mass., March 11, 1908, to the wife of Mr. D. M. Collins, a son.

IROQUOIS IN HASTE TO BRNIG BACK THE MIDWAY MARINES

The naval outpost at Midway is to be abandoned. Men, munitions, stores and guns are to be taken away at once, and the Iroquois is preparing in haste to go there for that purpose.

Midway is one of the farthest outposts of the United States in the Pacific, until the ocean is crossed, and the Philippines are reached. Presumably it would be one of the first points of contact with an Asiatic enemy at war with the United States. The withdrawal of the marines from there may be considered by some as a drawing in of the most exposed point.

Orders were received yesterday morning at the Naval Station directing that the Iroquois be got ready as soon as possible and proceed at once to Midway and bring back the marine guard there, their stores, their munitions and their guns. Evidently the order to go as soon as possible was taken as indicating that expedition was desired, for the work of preparation began at once and is being carried on with despatch. The work of preparation included putting the Iroquois on the marine railway, for it is eleven months since she was in drydock. Admiral Very says, and eleven months of inaction in these tropical waters has grown sea moss on her bottom eighteen inches long in many places. She went on the marine railway yesterday afternoon and her crew were set vigorously at work scraping her bottom. The work was kept up much later than the usual hours of labor in the navy under ordinary conditions, for not only must the bottom of the vessel be scraped and scrubbed clean, but she must have two coats of paint, one an anti-corrosive paint and the other an anti-fouling paint.

The Iroquois has a crew of thirty men, but she can accommodate a much larger number than that. The marines at the Midway station number twenty, so she is being provisioned for fifty men for a period of about a month, though it is only a five or six days' run down to Midway and about the same back.

In this connection it is reported from the Coast that the Thomas is bringing a full set of chief petty officers for the Iroquois, a chief master-at-arms, a chief boatswain, and other chief petty officers, which she has not carried in the past, but which will fit her for any kind of service. These men can take the place of commissioned officers in the navigation of the vessel. This fact is taken by some to mean that she may be withdrawn from this station and sent out for altogether different service. She is a swift, powerful and roomy vessel, with large coal capacity. She can steam five thousand miles with the coal she can carry in her bunkers. She was built for a tug and hence has great power. She would be exceedingly serviceable with any fleet on any cruise.

The marine guard at Midway was ordered there in April 1904, and was sent out there very soon after. It has been maintained at a strength of twenty men ever since, the men on duty there being relieved at intervals of service. The guard at present is under command of Lieut. Nevin, who attained considerable notoriety by the efforts he made to be permitted to take his wife there with him on a naval vessel. His first orders were to proceed to Honolulu from San Francisco on a naval vessel. He secured permission to come here on a transport so that his wife could accompany him. They arrived here, and she remained here while he went on to Midway on the Iroquois. Finally she secured passage to Midway on the Iwalani or one of the other vessels of the Inter-Island company which was chartered by the cable company to take supplies there. As her husband's term of service would expire before another opportunity for her to leave might present itself, she returned from Midway on the last voyage of the Flaurence Ward.

The marine guard at Midway has a rather formidable armament for a post that mounts no larger number of men. In addition to their rifles, the guard mans two six-pounders, rapid fire guns, and two Armstrong 4.7 inch guns. These are English guns and very formidable weapons. These guns were left there by the New Orleans in 1904. She was one of Admiral Evans' fleet that visited Honolulu four years ago. She was an English built war vessel, bought at the time of the Spanish war and armed with British make of guns. These particular ones were left at Midway at the same time that two were left here at a time when it was proposed to change the armament of the New Orleans to conform to other vessels of her type.

In connection with this movement in the naval department, the Alameda on her last voyage brought to Honolulu eighty-five cases of the newest pattern of the Springfield rifle with which the army is now armed. Each case contains twelve rifles so that this makes about 1000 rifles, a much larger number than there are of soldiers here. H. P. Wood, on his return from the mainland the other day expressed the belief that it would not be long before there would be a whole regiment at Leilehua, the military reservation, that extends from the crest of the Waianae mountains to the crest of the Koolau mountains, adjoining the Wahiawa region on this side.

The Iroquois will sail for Midway as soon as she is ready. This will probably be Thursday afternoon.

MARINE REPORT.

(From San Francisco Merchants Exchange.)

Tuesday, March 10.

San Francisco—Sailed, Mar. 10, P. M. S. S. Siberia, for Honolulu.

Hilo—Arrived, Mar. 9, Am. S. S. Enterprise, from San Francisco.

San Diego—Arrived, Mar. 10, A.-H. S. S. Arizonan, from Salina Cruz. Sailed, Mar. 10, A.-H. S. S. Arizonan, for San Francisco.

Seattle—Arrived, Mar. 10, A.-H. S. S. Columbian, from San Francisco.

Kahului—Sailed, Mar. 9, A.-H. S. S. Texan, for Hilo.

Vancouver—Arrived, March 10, C.-A. S. S. Moana, hence March 3.

Wednesday, March 11, 1908.

SanDiego—Arrived March 10, A.-H. S. S. Arizonan, from Salina Cruz.

San Diego—Sailed March 10, A.-H. S. S. Arizonan, for San Francisco.

Victoria—Arrived March 10, British S. S. Moana, hence March 3.

Hilo—Arrived March 10, A.-H. S. S. Texan, from Kahului.

San Francisco—Sailed March 11, Am. S. S. Hilonian, for Honolulu.

Yokohama—Sailed March 11, British S. S. Asia, for Honolulu.

Thursday, March 12.

San Francisco—Arrived, Mar. 12, A.-H. S. S. Arizonan, from San Diego.

PORT OF HONOLULU.

ARRIVED.

Tuesday, March 10.

Stmr. Maui, Bruhn, from Honoipu, Punaluu and McGregor, 8:25 a. m.

Arrived Wednesday, March 11.

Stmr. Claudine, Bennett, from Hilo and Maui ports, a. m.

Stmr. Mikahala, Gregory, from Kauai, a. m.

Stmr. J. A. Cummins, Searle, from Kaneohe.

Stmr. Despatch, Kokerwitz, from Kauai.

Thursday, March 12.

Stmr. Mauna Kea, Freeman, from San Francisco, 6 p. m.

U. S. A. T. Thomas, Lynam, from San Francisco, 11 a. m.

DEPARTED.

Stmr. Kinau, Clark, for Hilo and way ports, noon.

Stmr. Iwalani, Self, for Maui and Molokai ports, 5 p. m.

Stmr. W. G. Hall, Thompson, for Kauai ports, 5 p. m.

Stmr. Nihau, Oness, for Kauai, 5 p. m.

Stmr. Noeau, Mitchell, for Mahukona, Honokaa and Kukuihaele, 5 p. m.

O. S. S. Alameda, Dowdell, for San Francisco, 10 a. m.

Am. bk. George Curtis, Herbert, for San Francisco.

Am. 4-masted schr. Manila, Garski, for Aberdeen, 3 p. m.

Stmr. Despatch, Kokerwitz, for Kauai.

Stmr. Likelike, Naopala, for Kukaiau and Kohalalele, 5 p. m.

U. S. S. Iroquois, Carter, for Midway, 3 p. m.

PASSENGERS.

Arrived.

Per stmr. Maui, from Hawaii and Maui, March 10.—J. E. Higgins, George Haggarty.

Per stmr. Mikahala, from Kauai, March 11.—W. Dietz, D. Severtson, C. B. Hofgaard and wife, Miss Finkler, F. E. Thompson, J. A. Combs, Miss Kanolihau, Miss M. Ornellas, L. Ornellas Jr., W. Wrenn, Mr. Kapahu, Mr. Nawaii, W. Iona and 40 deck.

Per stmr. Claudine, from Hilo and Maui ports, March 11.—A. A. Isbell, Mrs. A. T. Simmie, Miss M. E. Simmie, Mrs. R. Kaiwiaea, L. J. Warren, W. O. Smith, Mrs. E. B. Carley, D. H. Case, A. Kanaliiili, H. M. Alexander and wife, Miss May Lloyd, Mrs. J. W. Lloyd and children, A. N. Kepoikai, J. M. Vivas, W. Sheppard, John Frolicker, E. Duvauchelle, Miss M. Reimann, K. Nobori, Ho Tim, wife and 2 children, A. A. Wilson and 25 deck.

Per U. S. A. T. Thomas, from San Francisco, March 12.—For Honolulu: Judge W. J. Robinson. To join the U. S. S. Iroquois: Quartermaster J. E. Hill, Chief Boatswain's Mate J. E. Jorgensen, Seaman F. C. A. Jennings, Master-at-Arms J. Moorman, Seaman D. Nickle, Seaman P. Pollock, Seaman L. E. Shenton, Seaman J. Smith, Seaman M. A. Whitney. For the Marine Corps: Corporal John Howland, Privates F. R. Anderson, S. G. Baul, E. R. Boots, J. J. Burkett, C. R. Danford, E. J. Bonean, J. Hilton, J. D. Howard, L. Lathrop, H. Mike, M. B. Mitchell, L. E. Paul, G. W. Perlman, W. Trowbridge. For Fort Shafter: Frank L. Armstrong, Ernest E. Booth, Joseph W. Bouchey, Mander Ball, James E. Boloun, Roy S. Casselman, Frank Cichocki, Bruno Drews, William H. Dean, Sherman DeMore, Eugene H. Dougherty, John W. Faulton, Paul J. Colowsky, Walter Gottshall, Milo Hill, Harry A. Houghmiller, Curtis W. Hudson, Edwin Herman, Clarence Lunsford, Harry T. McCullough, Chas. Milton, Frank Merwar, George C. McCall, Patrick H. Moran, Seymour E. Mount, Edd. F. Nelson, Lynn Nivison, Haze Newhouse, Barney Okrey, Amous Pickett, Jesse B. Paul, Isaac B. Perkins, Benjamin F. Rowland, Barton C. Rowe, Garrett Smith, August Sagert, George M. Simpson, William Snapp, Sherman Sebastian, Raymond Souers, Ben. H. Thomas, George L. Overstreet, Harry Harwell. For Guam: William A. Maderia and wife, F. O. Stoll, Harry Chance.

Departed.

Per stmr. W. G. Hall, for Kauai, March 10.—P. K. Brown, C. C. Beale, Miss D. F. Miller, Mr. and Mrs. George A. Fairchild, Miss Macfarlane, Mrs. High, Mrs. L. Kuhlmano, Mrs. C. A. Rice, E. Palmer, Miss Kamaka.

Per stmr. Iwalani, for Maui and Molokai, March 10.—Dr. E. F. Phillips, D. L. Van Dine, Father Joseph, Dr. V. Norgaard, Mrs. J. Nakaleha, J. D. McVeigh, R. Nagamane.

Per stmr. Kinau, for Hilo and way ports, March 10.—H. I. Maxwell and wife, V. W. Wolcott, H. Decker, D. K. Eguchi, T. P. H. Jose and wife, Mrs. Collins, Mrs. M. Rowland, Miss Collins, Miss Jessie M. Scott, Mr. Matthewson and wife, Mrs. James Wilder, Mrs. A. M. Wilson, A. H. Harris, C. A. Lovsted, Manuel Rodrigues, A. Mason, R. S. Brown, Rev. Hammond, E. P. Low, F. L. Winter, D. B. Murdoch, Thomas E. Wall, J. A. Wilder, Dr. Clark, W. W. Harris, W. H. Hoogs, Mrs. Hayes, Miss Kate Cornwell, H. R. Bryant and wife, S. P. Bartley, Frank Rehain, Brother George, W. P. McDongal, E. W. Sutton, R. R. Elgin, E. Kamaka, S. W. Nawahi, T. E. Redfield, J. W. Bergstrom.

Per C.-A. S. S. Aorangi, for Suva, Brisbane and Sydney, March 7.—F. B. Ward, Mr. and Mrs. J. Stevens and two infants, G. C. Hanford, H. Oppenheimer, F. L. Leslie, W. Raber, J. H. Krache, Mrs. K. O'Connor, Prof. Vladimir Sviatlowsky, R. Worthing, J. Smith and infant.

Per S. S. Alameda, for San Francisco, March 11.—Mrs. Abel, J. J. Abel, C. Bolte, Mr. Brown, Mrs. Brown, Mr. Chase, Frank Cooley, Mrs. Cooley, Miss Cooley, Mr. Day, Mrs. Day, H. G. Dawson, Mrs. Dawson, H. F. Dowst, Mrs. W. S. Fuller, Mrs. L. E. Haehnlen, T. C. Johnston, Mr. Kenneth, Miss McGregor, J. Muller, Dr. C. Ramus, Mr. Ross, Mrs. E. M. Watson and infant, J. Oswald Lutted.

QUEEN OF ISLAND CRAFTS

(Continued from Page One.)

sixteen and one-tenth knots on her trial trips in San Francisco bay. By contract she was required to make fourteen knots. She has five decks, is roomy and comfortable and elegantly furnished. She is the largest and fastest vessel ever put into this inter-island trade. She is 246 feet in length, 36 feet and 2 inches beam, with a depth of hold over 17 feet. Her load line draught measures 16 feet. She has five water tight bulkheads. Her engines are triple expansion, 27, 37 1-2 and 62 inches diameter of cylinders, with 3 1-4 stroke of piston, with two boilers 11 3-4 feet in length and 186 inches in diameter, made of "lawfu," steel last year and allowed 175 pounds pressure. She is boated to tonnage and the boats properly equipped for emergencies. She carries two metal and six wooden life-boats and a working boat and is supplied with 550 life preservers, sufficient for a full load of passengers and the crew, allowing about 100 for crew and extras. She is furnished with fire-extinguishers and surplus hose and otherwise more than meets all legal requirements.

The Mauna Kea was built by the Union Iron Works. Her gross tonnage is registered at 1566. The she 51 staterooms and double that number of berths, and 51 settees, or two berths and a settee to each stateoooom. She can therefore carry 153 first-class passengers.

She is certificated for thirty deck or steerage passengers on ocean trips, for she is licensed for deep sea as well as for inter-island traffic. Between these islands she may carry 270 additional deck or steerage passengers, making a total of three hundred steerage passengers and a total passenger list of 453.

For crew she can carry master, three mates, two quartermasters, three assistant quartermasters, fifteen seamen, a chief engineer, three assistant engineers, three water tenders, three oilers, three fuel tenders, a wiper, three watchmen and fifteen others, when needed, to serve in the steward's and other departments. She will be the first vessel of the Inter-Island Company to carry a stewardess. In San Francisco she was inspected by W. Howe, assistant inspector of hulls, and C. F. Lehners, assistant inspector of boilers.

Her master, W. K. Freeman, has for years commanded the Kinau, the boat which now resigns as flagship, and he is well known and liked by all who have traveled with him, enjoying the company's fullest confidence.

Officers of the Mauna Kea, as they now answer to the roll call, are Captain W. K. Freeman, Chief Officer F. M. Berg, Second Officer M. C. Lawson, Third Officer T. B. Barron. Purser George C. Beckley, Chief Steward V. E. Pangelina, Chief Engineer J. P. Lynch, First Assistant Engineer C. G. Lynch, Second Assistant Engineer M. Kuhn and Third Assistant Engineer H. Tooin.

The Mauna Kea boasts a double bottom, and her engines reach 2400 horsepower. She has steam steering gear and a cold-storage plant. Although she has much greater passenger accommodations than other vessels of the fleet, her freight capacity is about that of the Kinau. Her beautifully-finished saloon can seat 88 at table.

On the main deck, aft, the quarters of the steerage passengers are situated, and also the suarters of the engineers, oilers, water tenders and fuel tenders, and the ice room, mail and package tanks, bath and toilet rooms and freight-clerk's office. There are also eight passenger cabins on this deck, a fine pantry with hot steam tables, a model galley of generous proportions, the dining saloon with seven tables, running athwartship, most of them, a linen room, and, forward, the quarters of the cooks, stewards, waiters, quartermasters, boatswains and the crew.

On the upper deck are the bulk of the cabin accommodations, the forward cabins being connected and en suite, and above the dining saloon is the social hall. The purser's office is near the social hall on the starboard side, convenient as possible. On the shade deck are the cabins of the deck officers, an elegant smoking room and bar, deck seats and plenty of parading room. Above all this is the bridge, 32 feet above the water when the vessel is loaded.

She is schooner-rigged, and carries life-rafts in addition to her lifeboats.

With refrigerator, piano, social hall, promenade decks, observation deck seats, bridal or party suites, bar, smoking and lounging room, a pool room and other luxuries, she is a beauty—a craft that a multimillionaire might like to own as a private yacht.

She uses oil for fuel, is a splendid seaboat, is elegantly appointed and in every way will prove an attraction to tourists and home folks. Nothing better for an excursion, volcano or otherwise, could be secured. She will be put on the Hilo run, though her schedule has not yet been determined.

When conditions warrant it, she will make two trips a week between Honolulu and Hawaii.

The order for the construction of the Mauna Kea was given to the Union Iron Works nearly two years ago, but the San Francisco earthquake and fire and numerous strikes delayed the work. She was launched in November last and christened by a niece of Governor Frear.

Four ladies made the trip aboard the Mauna Kea—Mrs. Rigger, Mrs. Calhoun, Mrs. Dean and Mrs. Lash.

The following freight was brought by the new boat: 500 sacks flour, 15 bags beans, 300 bales hay, 8 bales cotton, 1 bale leather, 285 bars iron, 3 bundles iron, 12 pieces pipe, 259 cases sundries, 191 coils manila rope, 100 sacks potatoes, 37 cases crackers, 20 barrels codfish, 20 cases oil, 7074 feet lumber, 15 barrels pitch, 1 barrel putty, 1 case sheet brass, 1 barrel brass fittings, 1 barrel whisky, 20 cork fenders, 5 crates chickens.

LOCAL BREVITIES.

(From Wednesday's Advertiser.)

E. P. Low and F. L. Winter left by the Kinau yesterday for the Big Island.

A number of California girls may visit Honolulu this summer through the courtesy of the Fresno Morning Republican.

Nellie O'Rourke, daughter of James O'Rourke, and for some time a schoolteacher at Olaa, was recently married in San Francisco.

Cecil Halstead, the eight-year-old son of Frank Halstead, broke his arm last Sunday by falling from a tree at the family residence.

Six pines carried by Wells-Fargo to Chicago on February 25, arrived there yesterday in fine condition, a cablegram to that effect having been received yesterday.

The site for the Federal building took a look into the police court yesterday when William Mahuka, who has given his name to the site, was before Judge Andrade accused by Amoy Mahuka, his wife, of beating her. The hearing was continued until March 13.

(From Thursday's Advertiser.)

Captain Rees, who is to succeed Admiral Very here, is known throughout the navy as a poet.

Judge A. N. Kepoikai arrived yesterday morning from Maui in the Claudine having left here in her last Friday.

Queen Liliuokalani will be one of the first passengers to make the Hilo trip in the Inter-Island's new steamer Mauna Kea.

A negro who killed a man in Louisville, Ky., lately came before Special Judge Harry W. Robinson, formerly of Honolulu, and got two years.

Attorney Frank Thompson, representing Koloa interests in the water fight between Koloa and McBryde plantations on the Island of Kauai, returned yesterday morning in the steamer Mikahala. He went to familiarize himself with topographical and other facts.

Wireless Expert Arthur A. Isbell, who reached Hilo in the S. S. Enterprise on Monday last, arrived here yesterday morning in the steamer Claudine. He comes to make tests for a long distance wireless station here and he and Manager J. A. Balch of the Wireless Telegraph Company yesterday afternoon went to Barber's Point to try to reach the transport Thomas which is expected here today from San Francisco.

The advance in the price of sugar was yesterday a general topic of conversation.

Major-General A. W. Greely, the world-famous Arctic explorer, is en route to the Philippines, on leave, aboard the transport Thomas.

W. A. Madeira and wife are aboard the Thomas en route to Guam. Madeira is well known here, having been assistant under Postmaster Oat and later a postoffice inspector.

A letter sent by the Department of State to American consuls suggests that, when possible, they stop at Honolulu, to advise local business men of conditions in the lands whence the consuls come.

Mrs. M. Kaneihalau died on Thursday morning at six o'clock. The funeral will take place at 1:30 p. m. on Sunday. Members of the Hui Kokua a Hookuonoono o na Wahine Oiwi Hawaii are requested to attend.

There were too many atmospheric disturbances on Wednesday night for good wireless connections between the transports Sherman and Thomas at sea and the testing apparatus of Wireless Expert A. A. Isbell at Barber's Point.

McBryde plantation expects big results soon, according to Manager Stodart's report submitted yesterday. The recourses of the property have been very materially developed and strengthened in spite of some adverse conditions.

The trustees of the Chamber of Commerce have expressed their approval of the plan of the Pacific Mail Steamship Company, as proposed to L. A. Thurston and R. W. Shingle, to reserve passenger accommodations especially for Honolulu. Also, it has been resolved that the president of the Chamber act with the heads of the Merchants' Association and the Promotion Committee in cabling Washington to urge the passage of a bill relating to the carrying of passengers on foreign vessels for a number of years or pending further Congressional action.

MR. OKABE RETURNS.

S. Okabe, formerly Vice Consul at the Japanese Consulate here and latterly Consul at Antung, an important point in Korea, has been compelled to resign from the consular service of Japan through ill health. He will return to Japan and remain there until his health is fully restored. Mr. Okabe has many friends in Honolulu, among the whites as well as among the Japanese, who will regret hearing of his enforced retirement from his work.

QUININE THAT DOES NOT AFFECT THE HEAD

LAXATIVE BROMO Quinine Tablets for Colds, Grip, Influenza or any Catarrhal disorders, Headache and Feverish or Malarious conditions. E. W. Grove's signature on every box. Made by PARIS MEDICINE CO., Saint Louis, U. S. of A.

HONOLULU STOCK EXCHANGE

Honolulu, Thursday, March 12, 1908.

NAME OF STOCK	Capital Paid Up	Val.	Bid	Ask
MERCANTILE.				
C Brewer & Co	$2,000,000	100	...	...
SUGAR.				
Ewa	5,000,000	20	24½	24¾
Haw. Agricultural	1,200,000	100	...	...
Haw Com & Sugar Co	2,312,700	100	79½	*80
Haw Sugar Co	2,000,000	20	...	...
Honomu	750,000	100	...	135
Honokaa	2,000,000	20	8	...
Hakalau	500,000	100		
Kahuku	500,000	20	26	30
Kihei Plan Co Ltd	2,500,000	50		8½
Koloa	500,000	100		
McBryde Sug Co Ltd	2,500,000	20	3¼	3¾
Oahu Sugar Co	2,400,000	20	24	24½
Onomea	1,000,000	20	30	
Ookala	500,000	20		6
Olaa Sugar Co Ltd	5,000,000	20	3	3½
Olowalu	150,000	100		
Paauhau Sug Plan Co	5,000,000	20	14½	15
Pacific	500,000	100		110
Paia	750,000	100		
Pepeekeo	750,000	100		140
Pioneer	2,750,000	100		150
Waialua Agri Co	4,500,000	100	65	
Wailuku	1,500,000	100	100	
Waimanalo	252,000	100		
Waimea Sugar Mill	125,000	100	50	60
MISCELLANEOUS				
Inter-Island S S Co	1,500,000	100		120
Haw Electric Co	500,000	100		
H R T & L Co Pfd	1,150,000	100		80
H R T & L Co, Com				
Mutual Tel Co	150,000	10	...	8½
Nahiku Rubber Co	60,000	100	...	
Nahiku Rubber Co	Assess	100	...	†17½
O R & L Co	4,000,000	100	...	84
Hilo R R Co	1,000,000	20	...	...
Honolulu Brewing & Malting Co Ltd	400,000	20		22½
Haw Pineapple Co	4,000,000	20	22	
BONDS	Amt. of standing			
Haw Ter 4 p c (Fire Claims)	815,000	...	...	...
Haw Ter 4 p c Refunding 1905	600,000	...	...	...
Haw Ter 4½ p c	1,000,000		...	...
Haw Ter 4½ p c	1,000,000		...	...
Haw Ter 3½ p c	750,000	...	...	...
Haw Gov't 5 p c	190,000	...	...	...
Hal Beet Sug & Ref Co 6 p c	1,000,000		...	...
Hilo 6 p c	300,000	...		100
Hamakua Ditch Co Upper Ditch 6 p c	200,000	...	...	...
Haw Com & Sugar Co 5 p c	1,077,000	...	...	...
Haw Sugar 6 p c	475,000	...	...	...
Hilo R R Co 6 p c	1,000,000	...	...	...
Hon R T & L Co 6 p c	708,000	...	...	...
Kahuku 6 p c	200,000		...	...
O R & L Co 6 p c	2,000,000		...	...
Oahu Sugar Co 5 p c	900,000	...		100
Olaa Sugar Co 6 p c	1,250,000	...	...	...
Pacific Sugar Mill Co 6 s	350,000	100		
Paia 6 p c	450,000		...	100
Pioneer Mill Co 6 p c	1,250,000		...	...
Waialua Ag Co 5 p c	1,500,000		...	94
McBryde Sug Co 5 p c	2,000,000		...	96½

* 23125 paid. † 19 per cent. paid.

SESSION SALES.

(Morning Session.)

None.

BETWEEN BOARDS.

None.

The Right Time

to buy any certain thing is when it is fresh and at its best. This applies especially to RUBBER GOODS.

We have a full line of them that have just come in on the Alameda, and are in fine shape.

Hot Water Bags,
Brushes,
Syringes, etc.

Rubber goods deteriorate in this climate when kept in stock, but do not to so great an extent when in use. That's why you should buy them NOW.

HOLLISTER DRUG CO.
LTD.
Fort Street.

ENTERPRISE AND THOMAS TALKED

The transport Thomas kept up its wireless communication with San Francisco until late Monday night, when the vessel was more than 1300 miles from that port. She did not get into wireless communication with the Sherman, however, until the two vessels were within fifty miles of each other; nor in communication with Honolulu until yesterday morning. Wednesday night, however, the vessel was in communication by wireless with the Enterprise at Hilo.

The mother, wife and sister of Chief Officer A. T. Simmie were passengers on the Enterprise for Hilo, where his mother went to meet her husband who is master of a sailing vessel due shortly at that port. His wife and sister arrived here Wednesday by the Claudine and were at the wharf to meet him when the Thomas arrived.

The Thomas went on the drydock when she was in San Francisco just before this voyage.

Captain Dunham of the ship Astral, and Captain Lyman of the Thomas, now in this port, are friends of very long standing, and they met yesterday for the first time for a considerable period.

UNDESIRABLE IMMIGRANTS.

In the United States District Court Hanzo Ueno is being tried for bringing women into the United States for immoral purposes. The case commenced before Judge Dole yesterday morning, with W. T. Rawlins prosecuting and C. C. Bitting defending. A Japanese woman who is claimed to have been brought here by the defendant was put on the stand and she testified to being married at the immigrant station to a man whom she had not seen before nor since. Following are the jurymen: E. O. Born, Henry Beckley, T. Blackstead, G. A. Schuman, E. S. Cunha, E. A. Lloyd, E. Waterman, H. H. Walker, J. W. Vannatta, O. R. Dement, H. T. Haysalden, George Fern.