ELEVEN SCORE EXCURSIONISTS VISIT HAWAII

Greeted Off Port By Music And Fair Bearers Of Sweet Leis

MAYOR AND PROMOTION SECRETARY GIVE ALOHA

Large Complement Of Important Railroad Magnates Included In Distinguished List

MAKING the run from Los Angeles in four days, ten hours and forty-three minutes, and thereby breaking all records, the new 4000-ton Hill steamship Great Northern, with 219 passengers bent on seeing these islands, put the happy tourists ashore yesterday morning in time to see the Mid-Pacific Carnival's great military parade. Arriving off port late Sunday night, coming into the Paradise of the Pacific in the dark, a delightful surprise was given the travelers when the curtain of night lifted to reveal Honolulu and its charming surroundings. Naturally everybody was impatient to be ashore, for the good ship sails away for Hilo at eleven o'clock tonight.

While the fine vessel lay awaiting the moment when she should head through the channel, and while the passengers were rhapsodizing over the loveliness of the scene, they were greeted by the sweet strains of "Aloha Oe."

An Artistic Welcome

The Hawaii promotion committee's launch had rounded the Great Northern at quarantine and the Royal Hawaiian Glee Club sang a welcome that received applauding appreciation from the people lining the rail of the steamship.

As the yellow flag of quarantine was brought fluttering down, the launch Waterwitch was taken aft to the gangway that the reception committee might board the liner. But there were high seas running, and the vessel could not be boarded by that route.

Hanging from a cargo port, forward, was a rope ladder, which caught the observant eye of Secretary A. P. Taylor, of the promotion committee.

"Can you climb the rope ladder, girls?" he inquired of the ladies in the receiving party.

"Just try us," cried the girls in unison.

Girls Capture Ship

The launch was swung up under the port, and as the little boat rose on a wave Miss Lani Hutchinson, handing her armful of lovely leis to the secretary, grasped the ropes and started to mount the shaky ladder. Two brawny arms shot out of the port and grasped her wrists, and in an instant she was aboard, laughing in triumph. Miss Fenella Miles, the swimmer, was next to essay this feat, accomplishing it with athletic grace. Mrs. Cullen and Miss Helen Rose then scrambled aboard and the passengers, who had been watching with much interest and not a little concern, applauded the plucky Hawaiian girls.

Leis, ukuleles and guitars were soon sent aboard from the launch, and the merry party headed for the dining room, where breakfast was starting. Leis were placed around the necks of the visitors, who smiled their appreciation and invited the fair decorators to join them at their morning meal.

Hon. John C. Lane, the mayor of Honolulu, accompanied by Supervisor Hollinger and Secretary Taylor, entered the dining room with the quintet club, and after a Hawaiian selection Mr. Lane was introduced to the guests as the mayor of the farthest west outpost of Uncle Sam.

Mayor Greets Tourists

Mayor Lane, wearing a long strand of ilima leis, welcomed the excursionists in the name of the city of Honolulu and invited them all to participate in the city's festivities. He spoke eloquently and glowingly of Hawaii's advantages, and was rewarded by prolonged applause as he concluded with 'Aloha."

Meanwhile Miss Lani Hutchinson had run up the stairways and surprised Captain Ahman on the bridge. The captain stared at the feminine intruder at first, but broadly smiled as a pretty lei was dropped upon his shoulders. Later he was still more pleased when Miss Hutchinson and Miss Miles presented him with a large set lei as a keepsake. He admired it so much that he at once hung it over the bridge.

Thousands at the Dock

There was much merriment aboard as the Great Northern moved through the channel to the foot of Alakea street, where thousands had patiently awaited her coming from an early hour. Before seven o'clock the crowds began to gather on the Esplanade, on Pier 6 and Pier 7, on the main floors and in the galleries, on the sidewalks and in the streets. They had understood that the tourist ship would dock at eight o'clock, and they wanted to be in time to secure standing room. Such was the curiosity and interest excited by the coming of the new liner. But the Oceanic steamship Sonoma had to enter the harbor first, and it was after nine o'clock when the Great Northern was alongside Pier 7.

When it was suddenly discovered that the Great Northern passengers were to disembark on the main floor of the wharf instead of into the gallery of the great Alakea street shed, there was a wild but good-natured scramble of people in the galleries to get to places of vantage on the street level.

In Time to See Parade

As the passengers filtered through the crowds they were handed many leis, and their eyes were full of the pleasure of setting foot in Honolulu. The word was quickly passed that there was time to get to the line of march of the military parade, and a great number of the travelers at once availed themselves of that opportunity. They wanted to see as much of the carnival as they could, and they lost no time about it. Others headed for the hotels, the promotion rooms and the street cars. Those who wanted autos had no difficulty in finding them, for there were enough machines on hand for all.

Son of the Railroad King

Looming large in the Great Northern's passenger list is the name of Walter J. Hill, son of James J. Hill, the railway king, owner of the Northern Pacific, Burlington and Great Northern railway systems and the Great Northern and Great Northern Pacific fleets of steamers. Walter Hill is accompanied by his wife, and Doctor and Mrs. C. D. Freeman with their two children. Doctor Freeman and Hill are great friends; also the doctor is the Hill's family physician. None of these have ever been to Hawaii before and they are unanimous in their expressions of delight. As far as the city of Honolulu is concerned they expressed surprise, not having expected a town with such a wide spread. Though disappointed because the vessel had not been able to enter the harbor before yesterday morning, they felt repaid for this delay upon being able to enjoy a glimpse of Honolulu from off port at sunrise. Such a view of the Mid-Pacific metropolis always leaves a favorable impression.

Has Friends In Honolulu

Mr. Hill had often wanted to make a trip to the Hawaiian Islands. He has friends here and they naturally wanted him to come this way when he could arranged it. He went to school with Gerrit and Lawrence Judd and Harold Castle and he is well acquainted with many people of Honolulu who make frequent trips to the mainland. When the matter of the time of the Great Northern's departure from Honolulu was brought up, Mr. Hill remarked that he hoped arrangements would be made so that the vessel could be held over here until Wednesday evening. Two days is very little time to give to Honolulu, and three is not enough.

Lots of Railroad People

The large number of railway men taking this trip is quite remarkable and might be explained on the theory that when railway men want a real vacation they get as far away from their great railway systems as is possible. The only way to accomplish this is to get out in the middle of the ocean, and this is just what a goodly number of prominent railway officials and others identified with railroads, in one way or another, have done. Besides Walter J. Hill and his party, there is Mr. P. L. Howe, a director in the Great Northern Railway. He has been with the excursion ship since she left Philadelphia to come through the Panama Canal, and will stay with her until she goes into regular service between Portland and San Francisco.

Guarded The Millionaires

Still another official of the same railway is A. C. Ray, who, with his wife, has also stayed with the boat since the beginning of the cruise.

Mr. Ray is chief of the secret service system of the Great Northern Railway. When the Great Northern left the Atlantic coast, she had about 100 millionaires aboard, and Ray and his staff came along to protect their valuables and themselves. His protection is still with 219 passengers, though nearly all the millionaires left the boat at San Francisco.

A. B. Dennison, general passenger agent of the Great Northern Company, is traveling with his wife and son.

One of the numerous railroad parties is headed by Mr. and Mrs. P. H. Justic of the Western Pacific, and includes the wife and daughter of J. T. Hendricks, traffic manager of the Western Pacific, and the wife of H. W. Beyer, general freight agent of the Chicago and Northwestern Railway.

Another party is led by Judge and Mrs. H. C. Carey of Washington State. With them are Mr. B. H. Gillman and Miss Gillman, son and daughter of President Gillman of the Spokane, Portland and Seattle railway is part of the Great Northern system, who is also president Great Northern Pacific Steamship Company. Both of these companies have Judge Carey for their senior counsel.

Old-Timer Back Again

Douglas White, general industrial agent of the Salt Lake route, the transcontinental short line built by Senator Clark of Montana, which connects Los Angeles with the inter-mountain country and thence east by the Union Pacific, is one of the live wires among the railway contingent aboard the Great Northern. This is by no means his first visit to the Hawaiian Islands. Besides making several trips here in the early days, Mr. White was one of the well-known was correspondents who spent considerable time here at the beginning of the war with Spain. He was connected with the great string of Hearst newspapers for years before he entered the railroad business.

Mrs. White is accompanying her husband, this being her first visit to the Islands.

Will Urge New Steamship Line

Douglas White is keen on the proposition of establishing a steamship line between San Diego, Los Angeles, San Francisco and Honolulu. This is something that has long been contemplated and several experiments have been made covering a period of a dozen years or more. White, who has a high regard for Hawaiian prospects, hopes to take up this plan upon his return to the mainland. He feels that it is something that is bound to be realized before very long and that no harm can be done by hastening a good thing.

G. Holderhoff, treasurer of the Santa Fe Coast Line, accompanied by his wife, is aboard, as is also T. K. Stateler, general agent of the Northern Pacific at San Francisco.

Gentlemen of the Press

Where notables are gathered together, there shall the press be also. The fourth estate is represented aboard the Great Northern by A. I. Fish of the Portland (Oregon) Journal, R. E. Maxfield of the Seattle Post Intelligencer and president of the Seattle Ad Club, and John Macdonald, editor of the Daily Union of Walla Walla, Washington. Their wives accompany these gentlemen of the press.

Among those who have stayed with the Great Northern since the beginning of her voyage are a number of New Yorkers, A. Dingwall, the famous theatrical manager and S. H. Hoff being included.

L. J. Olliver, general sales agent of the Studebaker Company, with Mrs. Olliver, could not resist the opportunity of seeing Hawaii. Incidentally Mr. Olliver will call on his Hawaiin agencies while here.

Men For Big Business

Throughout the passenger list are to be observed names of many prominently identified with big business in the States. Nor are they all identified with railroads. F. J. Fahey, of Boston, is secretary of the Gillett Safety Razor Company. He is accompanied by his wife. Then there are Mr. and Mrs. B. S. Crocker of Pasadena; W. F. Garby of the Hotel Clift, San Francisco; L. A. Ely of Boston; Mr. and Mrs. W. S. Johnson of Woodland, California; H. Uhlein of the Schlitz Brewing Company, Milwaukee; Mr. and Mrs. Withenbury of Los Angeles; Captain B. McLain and son of Philadelphia; Captain and Mrs. G. H. Fouratt of the Southern Pacific Marine Service, and Elben F. Wells, president of the Home Telephone Company of Portland.

Great Northern's Officers

He who is in command of the Great Northern is Captain A. Ahman. He has frequently called at Honolulu as an officer in the Pacific Mail service, and has lately been with vessels of the Great Northern Railway fleet. Chief Engineer T. W. Spencer is from the coastwise fleet of the Pacific Coast Steamship Company.

Hearty greetings awaited Purser Williams—S. M. Williams, to be formal—an old-timer among pursers. He is keeper of the keys aboard the Great Northern. For many years he has been a frequent caller at this port, doing service on ships of the Pacific Mail, Toyo Kisen Kaisha and the Oceanic lines. He retired from the latter line to accept his present position. Williams has done duty in the Pacific Coast Steamship line and has officiated aboard the splendid steamship Harvard of the Pacific Navigation Company. It was as purser of the Oceanic steamship Sierra that he became so popular with Honolulans, and the Oceanic company lost a treasure when Williams shifted his bill et.

The assistant purser is J. S. Ford. He comes from the Minnesota of the Great Northern Railroad fleet. The Great Northern's chief steward, who had so much to say in regard to the table comfort of the ship's passengers on the trip out, is T. M. Brune, and is from the Arctic Club of Seattle. This is his first experience on a Pacific vessel.

Perfect Comfort Afloat

One could hardly desire a more agreeable traveling home than the Great Northern has proved herself to be. The testimonials of her passengers are strong on this point. They are mightily pleased with her accommodations and the thoughtful manner in which everything is conducted aboard. Her fittings are of the kind that are found in palaces, and her architectural effects are pleasing and harmonious.

The Great Northern is built to accommodate 478 first-class passengers in two-berth rooms, 105 second-class and 200 third-class. Public and private baths are numerous, and either fresh or salt water is supplied. A sun parlor, a hundred feet long, it fitted with sliding glass windows. Abaft the observation room are the main lobby and staircase, extending to the various decks and the dining room. The observation room is fitted in the American colonial style. Large dome skylights afford light and ventilation. An elegant women's lounge also conforms to the colonial style. At one end is a fireplace, and the walls are hung with paintings. It is comfortable in all ways. Bachelors' rooms are provided, and they are convenient to the smoking room, which is handsomely finished in oak treated in the Elizabethan style. Here also is a fireplace.

At the end of the smoking room is a veranda with the after end open to the weather. Amidships, the dining room has accommodations for 270 people.

Attention has been given to the transportation of automobiles. Forward there is placed a special port, so that the largest of autos can be shipped.

Twenty-seven miles, or twenty-four knots, can be made by the Great Northern. Her record-breaking run of four days, ten hours and forty-three minutes from Los Angeles shows her to be a "goer." The Siberia has made the run from San Francisco in four days, nineteen hours and twenty minutes, and the Tenyo Maru has done it in four days, eighteen hours and fifty minutes. It is conceded that the Great Northern has the speed. The steaming distance from Los Angeles to Honolulu is 2246 miles, while it is only 2080 from San Francisco.

Captain Ahman is very proud of his fine boat, and declares her to be an excellent seaboat. There was little time to try out the vessel, considering that she was turned over by the Cramps two days after her completion.

BREAKS RECORD BETWEEN COAST AND THIS CITY

Tourists Take Round-Oahu Trip Today: Ad Club Entertains At Young

DOUGLAS WHITE WILL PULL FOR MORE BOATS

Noted Business Men, On Vacation, See Something Of Mid-Pacific Carnival

Immense Body of Troops Marches Through Streets

(Continued from page 1)

splendid organization of mounted troops. Not an accident marred the entire parade. Military precision was everywhere in evidence.

GENERAL CARTER LEADS

A platoon of mounted police, in command of J. B. Kramer, headed the parade. They were followed by the First Infantry band.

Next came Major General Carter and his staff, followed by the First Infantry.

General Carter, mounted on one of the finest horses seen in the parade, sat his mount gallantly and was cheered throughout every step of the long parade. His staff comprised Maj. Arthur S. Conklin, chief of staff; Lieut. Col. Archibald Campbell, adjutant general; First Lieut. John D. Reardan, Infantry, A. D. C.; Lieut. Col. John B. McDonald, inspector general; Capt. Edward K. Massee, judge advocate; Lieut. Col. B. Frank Cheatham, department quartermaster; Lieut. Col. William B. Kendall, Medical Corps; Maj. George Blakely, Coast Artillery Corps, ordnance officer.

True to its long history for efficiency, the First Infantry passed in review, cheer after cheer greeting each platoon as they passed in perfect order. Those who followed this regiment from start to finish say that not only did they maintain perfect formation passing the reviewing stand, "right dress," but along the entire line of march.

Good Showing by Twenty-fifth

But they were not to carry off the honors without competition, for the Twenty-fifth Infantry, next in line, was given a rousing reception. This splendidly trained regiment of colored troops was in command of Maj. E. B. Gose. The First Infantry was in command of Col. W. D. Howell.

It was the first public appearance in Honolulu of Brig. Gen. John P. Wisser, in command of the First Hawaiian Brigade, comprising the First and Twenty-fifth Infantry. The members of his staff consisted of Lieut. Col. Carl Reichmann, brigade adjutant, and Lieuts. Cary I. Crockett and Lester D. Baker, aides.

The music by the Twenty-fifth Infantry band was one of the features of the parade. Led by Bandmaster Leslie King, this organization did itself proud, and the cheering of Ad Club members and hundreds who filled the grandstands as they passed evidenced the popularity of the military musical organizations of the army.

Second True to Tradition

The Second Infantry, Col. F. H. French, in command, came next. This regiment, with one of the finest records of any organization in the army, made a remarkably good appearance. The Second Infantry band, Albert Jacobsen conductor, also made a good showing. A medley was being played as the musicians reached the grandstand, but the throng could not be enthused into breaking its neutrality when the musicians struck up the lively air, "It's a Long, Long Way to Tipperary." Many on the sidelines attempted to join in the chorus, but they were drowned out when others called for three cheers for the flag.

The Second was followed by the Provisional Coast Artillery Battalion, in command of Maj. Frank Coe. This organization, splendidly equipped and drilled to the minute, added a touch of military preparedness to the parade that brought forth repeated cheering.

Another impressive feature was that of the First Field Artillery, with Maj. W. S. Guignard in command. The caissons and gun carriages, drawn by well-drilled horses, in charge of capable crews, gave another truly military appearance to the parade.

One of the features, however, that was greatly enjoyed was the Fourth Cavalry, Col. W. D. Beach in command. There are one thousand or more men and horses in this outfit, and both horses and men are trained to the minute. The regiment was led by the Fourth Cavalry mounted band, in charge of Michael A. Quinto, conductor. The band, the colors, the officers and the men of this division were given an ovation along the entire line of march. With an alignment practically as perfect as the infantry had maintained, the mounted troops carried out their detail in the parade and well earned the praise they received.

This, too, applied to Company E of the Signal Corps, in command of Capt. George C. Gibbs. This company carried the entire equipment with which a mobile force maintains its communications while in the field.

Another division that brought forth applause and praise was Company I of the Third Battalion of Engineers, in command of Capt. Warren T. Hannum.

Ragged Showing by Militia

Following the Signal Corps came the First Infantry, National Guard of Hawaii. This division was in command of Lieut. Col. W. R. Riley, and with the exception of the Hawaiian company, the Chinese company and Company B, the latter in command of Capt. Paul Super, the National guardsmen made a poor showing. With the three exceptions named there was not a full platoon in any of the other companies. A line of five or six men, ragged fronts and apparent lack of interest on the part of officers and men, did not add to the success of what was otherwise a fine parade.

"In future parades," a military man remarked last night, "Colonel Jones and his aides would do well to insist either that the militia companies make a presentable showing or fall out of line in a parade, such as that of this morning."

Praise for Kamehameha Cadets

To the Kamehameha Cadets should go much praise for the excellent showing they made. These young men, in command of First Lieut. Alfred Booth of the Second Infantry, showed wonderful improvement over last year, though even then they were drill perfect. As the different platoons passed in review, there was not the variation of a half-inch in their step or line, and the young men and their commanding officer were given an ovation along the entire line of march.

The First Infantry, National Guard, was headed by the Royal Hawaiian band, with Captain Berger in charge. The veteran bandmaster was as fresh and spry at the end of the march as he was at the start. As the band passed the review stand the Ad club members and those occupying the bleachers rose en masse and gave him three hearty cheers. And among those who joined in the handclapping with sincere enthusiasm was Queen Liliuokalani, under whose reign Captain Berger served from first to last. The veteran musical leader raised his hat constantly and smiled continuously along the line of march in acknowledgment of the tribute which the throng showered on him.

There was no branch of the government that was not represented either on the reviewing stand, the bleachers or the side lines.

Governor Pinkham, Queen Liliuokalani and Judge Sanford B. Dole, each representeing an era in the government of the Islands, held seats of honor in the reviewing stand.

BRITISH LOSSES NIL IN BLOCKADE

Two German Submarines Are Reported Overdue And Navy Fears They Are Lost

Only Merchantman Sunk Yesterday Was Norwegian Steamer Cuba, In Collision

(Associated Press by Federal Wireless)

LONDON, February 23.—As far as any information goes, yesterday was unmarked by British losses at sea in the German blockade, while reports from Cuxhaven by way of Amsterdam state that the German naval authorities there are greatly worried over the failure of two of their submarines to return, the two underwater fighters being considerably overdue from a North Sea cruise. According to the Amsterdam reports, the Cuxhaven authorities have practically given up hope of the return of the submarines, it being taken for granted that they have been sunk by British destroyers.

Norwegian Steamer Lost

The only merchantman reported lost yesterday is the Norwegian steamer Cuba, but this was not any direct result of the war activities, the vessel going down after a collision. No lives were lost.

The Scandinavian governments are conferring on the result of the German submarine warfare. The outcome is being watched closely.

An armored merchant fired on the Australian mail steamer Maloja on entering the English Channel. No damage was done.

War Risks Are Higher

As a result of the German declaration that whatever British shipping may be found by German submarines will be summarily sunk, the rate on war risks for transatlantic shipping at Lloyds has been advanced nearly one-half. It is now one and one-quarter to one and a half.

The government war insurance bureau is maintaining its previous rate of one and one-twentieth.

THIRTEEN SAILORS LOST WITH EVELYN

Thirteen Members Of Crew Go Down With American Ship That Struck Mine

(Associated Press by Federal Wireless)

THE HAGUE, February 23.—The first reports sent out from Bremen that the entire crew of the American explosion off Borkum Island on Monday, had been picked up, prove to be incorrect. Yesterday a dispatch was sent out along the Dutch coast to learn if thirteen members of the crew had landed at any Dutch port, this number being missing from the crew landed at Bremen.

Of those taken to Bremen, one died, the result of exposure in the open boat.

Up to midnight the thirteen still lost had not been found, nor had any bodies been washed ashore.

INQUIRY AT BERLIN

(Associated Press by Federal Wireless)

WASHINGTON, February 22.—Secretary of the Navy Daniels today ordered Naval Attache Gherardi in Berlin to make an immediate investigation into the destruction of the American steamer Evelyn, which was sunk off Borkum island, in German waters.

Advices now lack details and the actual cause of the sinking is so far difficult to determine.

A later report from Berlin says the Evelyn struck two mines and that one member of the crew was frozen to death in a small boat.

Chairman Stone of the senate foreign relations committee said today he saw no prospect of foreign complications as a result of the Evelyn's destruction. The state department is awaiting information from Ambassador Page at London and Ambassador Gerard at Berlin as to whether the Evelyn was provided with a pilot.

MARINE TIDINGS
By Merchants' Exchange

1 p. m., Friday, Feb. 19, 1915.

San Francisco—Arrived, Feb. 19, 8 a. m., str. Sierra, hence Feb. 12.

Columbia River—Sailed, Feb. 19, str. O. M. Clark, for Pearl Harbor (not as previously reported).

Tacoma—Sailed, Feb. 19, str. Kentuckian, for Honolulu.

Newcastle — Sailed, Feb. 18, bkt. Makaweli, for Honolulu.

Port San Luis—Arrived, Feb. 19, str. Santa Maria, hence Feb. 9.

Hilo—Sailed, Feb. 18, noon, str. Francis Hanify, for San Francisco.

Honolulu — Arrived, Feb. 19, str. Chiyo Maru, from San Francisco Sailed—Feb. 18, schr. Blakeley, for Port Townsend.

12 M., Saturday, February 20, 1915

Gray's Harbor—Sailed, Feb. 19, schr. M. Turner, for Kahului.

Port Allen—Sailed, Feb. 16, schr. Oceania Vance, for Port Townsend.

San Pedro—Sailed, Feb. 19, str. Kiyo Maru, for Mexican ports. (Arrived at San Pedro, Feb. 18, not as previously reported.

Honolulu—Arrived, Feb. 20, str. Indra, from Japan; str. J. A. Chanslor, from Monterey. Sailed, Feb. 20, schr. Melrose, for Port Townsend; U. S. str. Dix, for Manila.

San Francisco—Arrived, February 22, 10 a. m., S. S. Tenyo Maru, hence February 16.

Kahului — Arrived, February 22, Schooner Resolute from Gary's Harbor.

San Francisco—Sailed, February 20, S. S. China for Honolulu at 1:30 p. m.

Hilo—Sailed, February 20, S. S. Virginian for New York via Panama.

Arrivals—February 22, S. S. Great Northern from Los Angeles. S. S. Sonoma from San Francisco.

Sailings—February 22, S. S. J. A. Chanslor for Monterey.

PORT OF HONOLULU.

ARRIVED.

Gasoline schr. Kaena, from Maui, 2 a. m.

Str. Chiyo Maru, from San Francisco, 8 a. m.

Str. Kinau, from Kauai, 5:30 a. m.

Str. Wilhelmina, from Hilo, 6:30 a. m.

Str. Indra, from Yokohama, 9:30 a. m.

Str. W. G. Hall, from Kauai, 10 a. m.

Str. Claudine, from Maui, 1:15 a. m.

Str. Mikahala, from Molokai, 2 a. m.

Str. Great Northern from Los Angeles, 9:05 a. m.

Tug Intrepid from Maui, 3:45 a. m.

Str. Wailele, from Hawaii, 4 a. m.

Str. Sonoma, from San Francisco, 8:45 a. m.

DEPARTED.

Str. Chiyo Maru, for Hongkong, 4 p. m.

Str. Claudine, for Maui, 5 p. m.

Schr. Melrose, for Port Townsend, 9 a. m.

U. S. A. T. Dix, for Manila, 10 a. m.

Str. Mauna Kea, for Hilo, 3:10 p. m.

Str. Noeau, for Kauai, 3:30 p. m.

Str. Likelike, for Kauai, 4:20 p. m.

Str. J. A. Chanslor, for Monterey.

Str. W. G. Hall, for Kauai, 5 p. m.

Str. Claudine, for Maui 5:10 p. m.

PASSENGERS.

ARRIVED.

Per S. S. Chiyo Maru, from San Francisco, February 19.—Mrs. A. Boone, A. W. Gunn, M. P. Sayce, Mrs. M. P. Sayce, Miss F. W. Sayce, C. Williams, Mrs. C. Williams.

Per str. Mauna Kea, from Hilo and way ports, Feb. 20: Hilo—C. C. Kennedy, Mrs. E. Sullivan, H. T. Craven and wife, Joe M. Souza, M. Silverglade and wife, Mrs. E. E. Haywood, Mrs. R. N. Dennis, Miss Dierks, F. W. Jones and wife, Miss C. Barker, Mrs. W. K. Smith, K. Carran, Joe Vierra, J. Douglass, H. Sternman, Mrs. H. Irwin, Mrs. R. T. Guard, L. Matan, Rev. Mr. Inage, —— Kumalae, W. H. Bers, wife and son, H. E. Kelsey, J. K. Napoleon, Doctor Kushima, N. Sato, S. Hashimoto, J. S. Marques and wife, S. Hasamoto, Miss M. Chiquita, L. Tahimoto, —— Kapela and wife, Miss M. Zumwalt, Mrs. L. A. Andrews, Mrs. J. M. Muir, F. Vierra and wife, M. A. Oliviera and wife, Mrs. Hussey, H. West, Miss M. West, A. Christian and wife, Ah Sing, Ah Sam, Chan Hoi, Rev. M. K. Han, Rev. Y. T. Choi, B. Apiki and wife, T. E. M. Osorio, Miss E. Osorio, P. McKenzie, W. L. S. Williams, Rev. H. Tahara, R. W. Purvis, H. M. Graham, Miss S. Naemas, L. P. Scott, C. A. Brown, F. F. Fredericks, H. Glass, H. R. Jordan, John Marcallino, Masteve Cooke (2), Miss Wilson, F. W. Thrum, G. Lawson, P. A. Gorman, J. T. Osorio, M. Silva, Judge W. L. Whitney, P. L. Weaver, John Warnock, H. H. Huseman, Miss E. De La Nux, A. Smith and wife, Miss A. Costa, MrsM. W. Ah Hip and child. Manukoua—W. H. Hindle, G. P. Tulloch, W. P. McDougall, Miss M. Hind, M. Peters, Rev. F. Fukui, Mrs. H. Monis and child, T. Harada, wife and two children, Mrs. Tsori. Kawaihea—U. Morita, Rev. Chong Wai Kai, Rev. S. W. Park, Mrs. George Holt, William Hookanui, Mrs. King and tow children, Mrs. C. Duncan, Mc. Gregors—H. B. Weller, A. S. Taylor, Mrs. W. T. Robinson, Misses Robinson (2), A. W. Van Valkenberg, Miss G. Hillmer, Miss Holt, Miss L. Oliviera, J. E. Garcia and wife, D. Quill, D. H. Case, W. Brittan, A. C. Muzetta, Mrs. F. G. Stevens, Dr. William Osmers, Miss M. Hoffman, Miss A. K. Hart, W. A. Chong, Dr. J. H. Raymond, J. Lee, Jim Ou, H. Kalino, M. Tokanaga, B. Rawlins, Tom Hoy, A. Robinson, F. Robinson, H. Meyer, ffA. Pomba. Lahaina—Miss O. Cockett, Miss M. Yoshigawa, A. A. Reis, T. A. Cooper, H. K. Hendricks, M. Keohokalole, wife and daughter, L. Gay, Mrs. M. M. Graham, S. K. Yamoto, Aki Tom, J. W. Oleson, —— Akiona, J. Akana, Miss O. Kashimoto, H. Poso, L. Young, M. Aruda, wife and two children, Y. H. Chu, P. S. Chong, George Lip, Y. K. Young, L. M. Get, T. Mihara, T. Kusakaka, H. Nishimura, R. Yasui, Mrs. E. H. Rogers, E. Awana, J. J. Cano and wife, Misses Janerio (2), Mrs. E. Daniels and two children, Mrs. E. F. Deirnert and child, MrsM. J. Pestana and daughter, M. Carrera, W. E. Cockett, William Bal, T. Nakamura, Y. Sueda, M. Nakayama, E. Baldwin, William Scholtz, H. G. Paschoal, William McGergow, Rev. Morimotor, wife and two children, Rev. Y. C. Kim, Rev. Terashima.

Per str. Makahala, from Molokai ports, February 21.—M. Umeda, M. Horiuchi, R. P. Hose, Mrs. K. Brown, maid and infant, Mrs. R. Clark, Mrs. D. Kahaue, J. K. Brown and wife, C. M. Cooke, Geo. P. Cooke, H. Davis, Y. Yan Hing.

Per str. Claudine, from Maui ports, February 21.—Mrs. Herbert, Mrs. Norman and maid, Manuel De Rego, J. De Rego, W. Aikes, Mrs. W. Aiken, Miss Ida Medeiros, Mrs. Peter Joseph, Miss M. Wiebert, Mrs. Taylor, Miss Taylor, Mrs. D. von Tempsky, Miss von Tempsky, Y. Sate, Mrs. Y. Sate, S. A. Baldwin, W. A. Ramsey, Miss Ramsay, Mrs. Hannestead, C. H. Dye, Mrs. Kearns, W. Coelho, H. Johnson, S. Carpenter, Mrs. D. Smith, Officer Geo. Hanuenaele, prisoner Geo. Apu.

Honolulu Stock Exchange
Saturday, February 20, 1915

NAME OF STOCK	CAPITAL PAID UP	PAR VAL.	BID	ASKED
MERCANTILE				
Alex. & Baldwin Ltd	$5,000,000	100	205	215
C. Brewer & Co.	$2,000,000	100	295	.....
SUGAR				
Ewa	5,000,000	20	22	22¼
Hakalau	1,500,000	100	.....	145
Haw. Agricultural	2,000,000	100	.....	.....
Haw. Com. & Sug. Co	10,000,000	100	34¾	35¼
Haw. Sug. Co.	3,000,000	20	.....	.....
Honokaa	2,000,000	20	6¾	6¾
Hutchinson	750,000	100	.....	.....
Kekaha Sugar Plantation Co.	2,500,000	25	.....	.....
Kihei	1,000,000	20	.....	16
Kohala Sugar Co.	1,500,000	100	140	.....
Koloa	750,000	100	.....	130
McBryde S. Co. Ltd.	3,500,000	20	6¾	6¾
Oahu Sugar Co.	5,000,000	20	22	22¼
Olaa Sugar Co. Ltd.	3,000,000	20	6¾	6¾
Onomea	1,500,000	20	32¾	33¼
Paauhau S. Plan. Co	2,000,000	20	.....	20
Pacific	750,000	100	.....	90
Paia	2,250,000	100	.....	.....
Pepeekeo	750,000	100	155	.....
Pioneer Mill Co.	4,000,000	100	25¼	26
Waialua Agr. Co.	4,500,000	100	99	100
Waimea Sugar Co.	3,000,000	100	.....	.....
Waimanalo	225,000	100	.....	.....
Wailuku Sugar Mill	125,000	100	.....	.....
MISCELLANEOUS				
Hawn T & P Co Ltd.	150,000	100	165¾	165¾
Hawn T & P Co Com	300,000	100	.....	.....
Haw. Electric Co.	750,000	100	100	.....
Haw. Ir. Co. Ltd.	1,250,000	50	.....	.....
Haw. Pineapple Co.	700,000	20	.....	34¾
Hilo R. R. Co. Pfd.	164,000	20	.....	.....
Hilo R. R. Co. Com.	3,432,400	20	1¾	1¾
Honolulu Brewing & Malting Co. Ltd	500,000	100	15¾	18
Hon. Gas Co. Pfd.	150,000	100	102	.....
Hon. Gas Co. Com.	250,000	100	100	.....
H. R. T. & L. Co. Com.	1,207,000	100	150	.....
Inter-Island S. N. Co	2,250,000	100	150	.....
Mutual Tel. Co.	515,575	20	19¾	.....
O. R. & L. Co.	5,000,000	100	145	145
Pahang Rub. Co.	200,000	10	9¾	9¾
Tamiong Olok R. Co.	300,000	20	18	20
BONDS	Amt. Outstanding			
Hamakua D. Co. 6s	200,000	.....	.....	.....
Haw. Com. & S. Co. 5 p c.	995,000	.....	.....	.....
Haw. Ter. Gu. 4s	600,000	.....	.....	.....
Haw. Ter. 4 p c (Refunding 1959)	600,000	.....	.....	.....
Haw. Ter. 4 p c P. Im.	1,500,000	.....	.....	.....
Haw. Ter. 4 p c P. Im. Ser. 1912-1913	1,500,000	.....	.....	.....
Haw. Ter. 4½ p c.	1,000,000	.....	.....	.....
Haw. Ter. 4 p c.	1,000,000	.....	.....	.....
Haw. Ter. 3½ p c.	1,344,000	.....	.....	.....
Hilo R. R. 5 p c (Issue of 1901)	1,000,000	.....	70	.....
Hilo R. R. Co. Sec. & Extn. Com. 5s	3,500,000	.....	.....	57¾
Honolulu S. Co. 6 p c	600,000	.....	.....	.....
Hon. Gas Co. Ltd. 5s	375,000	.....	100	.....
Hon. R. T. & L. Co. 5 p c	501,000	.....	103	.....
Kauai Ry. Co. 6s	400,000	.....	.....	.....
Kohala Ditch Co. 6s	200,000	.....	.....	.....
McBryde S. Co. 5s	2,500,000	.....	.....	100
Mutual Tel. 6s	230,000	.....	102	.....
Nahiku Con. 6s	14,015,000	.....	.....	.....
O. R. & L. Co. 5 p c	2,000,000	.....	102	.....
Oahu Sug. Co. 6 p c	1,750,000	.....	105	.....
Olaa Sugar Co. 6 p c	2,500,000	.....	80¾	87¾
Pacific G. Plantiner Co. 6s	400,000	.....	102	.....
Pacific S. Mill Co. 6s	300,000	.....	.....	.....
Pioneer M. Co. 5 p c	500,000	.....	100	.....
San Carlos M. Co. 8s	400,000	.....	100	.....
Waialua A. Co. 5 p c	655,500	.....	100	.....

Between Boards

Olaa, 50, 250, 50, 10, 15, 20, 6.87½.
McBryde, 200, 140, 200, 100, 6.87½.

Session Sales

Waialua, 25, 100.00.
Ewa, 32, 22.25.
H. C. & S. Co., 15, 35.00.
Honomu, 25, 115.00.
Hon. Gas Com., 50, 50, 25, 100.00.
Alexander & Baldwin, 25, 210.00.
H. C. & S. Co., 25, 25, 25, 15, 25, 35.00.
Hilo Co., 50, 50, 100, 1.37½.
Pioneer, 10, 25.75.

Dividends

Feb. 20, 1915—Alexander & Baldwin, .75; Haw. Ag. Co., 1.00; Haw. Electric, 75; Onomea, .20.

Notice

No session Monday, February 22, 1915. Washington's Birthday.

Sugar Quotations

88° Analysis beets (no advices). Parity, ——.
96° Cent. (for Hawaiian sugars), 4.77.

DIVINE SARAH'S LEG HAS BEEN AMPUTATED

(Associated Press by Federal Wireless)

BORDEAUX, February 22.—Sarah Bernhardt's right leg was amputated today. The operation was decided on as the only means of saving her life. The condition of the famous actress is said by the physicians to be hopeful, and it is believed she will recover.

A LIFE SAVER.

It is safe to say that Chamberlain's Colic, Cholera and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all int