

FOUR OF K-CLASS ARE DESTROYED IN HONOLULU PORT

Some Breakdowns But None Are Serious

Lieutenant Ogan has set a high mark in the opinion of naval officers, in bringing the K-7 here without mishap. Her engines turned over 2500 miles; the great circle is 2001 miles. In getting ready for the voyage, he said, emergency preparedness was given careful consideration and spare parts for the engines and other material necessary for repairs was carried.

"All in all, we outdid our expectations," he said.

Engines Come Through Well

"The engines are like gasoline engines," said one officer, "and they give trouble as gasoline engines do. But they came through the test very well. I am inclined to think, speaking from a non-expert standpoint, that the Diesel engine is a coming motor power. Its success with the big freighters of the Danish lines is well known, of course. In submarines we have to consider the question of weight, which does not have to be considered in merchant vessels."

The K-7 was the first of the boats to enter the harbor. She moved up abreast of the Nanshan, which anchored off port. The submarine continued in, and docked at the navy wharf at two-thirty-nine o'clock, being moored alongside the F-class boats. Her crew hoisted brooms to the yards of her wireless masts as she came in, and the whistle of the Alert welcomed her with three blasts.

Others Follow K-7

Four minutes after the K-7 had been moored the K-3 followed, and the K-4 followed at two-forty-nine. The K-4 was the last. She moored alongside the Alert, lying at the foot of Pier 7, at three-fifteen, and then came the Maryland, on the starboard side of the navy wharf, and the Iroquois, alongside the German ship Locksart.

There was a good crowd of sailors from the P-boats and the Alert on the dock, increased by soldiers, marines and civilians. Gangplanks were thrown over quickly, and Lieut. Kirby B. Crittenden headed officers of the first division in welcoming the arrivals.

There were many acquaintances, too, among the enlisted men of both divisions.

The men showed their trip, but not at all to the degree one might have expected. There had been seasickness, naturally. Both officers and men looked fit, however, despite grease stains and other marks inevitable in their cramped quarters. They got little sleep, especially during the choppy swells of October 5 and 6, which was kicked up by a northeast trade wind.

Freeman Seeks Experience

Commander Freeman was executive officer of the cruiser Colorado until a month ago, when he was made commander of the torpedo flotilla of the Pacific fleet. He came on this voyage for the experience, he said, and will return to San Francisco in the Maryland. He will be remembered by Honolulu as commander of the destroyers when they were here in 1908, on their way to Samoa, and he had been here before that in the old Olympia. The commander made a name for himself in 1906, when he was in charge of the harbor patrol during the San Francisco earthquake and fire.

The K-3 and K-4 men in the K group, in addition to the officers. They will meet with the men of the F group and the Alert, which will be tender to both divisions.

As soon as the F-1 is ready for sea the Maryland, Nanshan and Iroquois will take the three boats in tow, according to expectations, and will proceed to Hawaii. It is possible that the Maryland and Nanshan might depart before the return of the Iroquois, leaving her to tow the F-1, on which repairs remain to be made, but officers of the Maryland believed last night that all would go together.

Will Return Via Hilo

The return will be made via Hilo so that the men can see the volcano. Permission has been granted the Maryland for that voyage and it is not believed that the call on the Iroquois for the Midway trip will change the plans. Only one day will be spent at Hilo, if the cruiser goes there on her way to San Francisco, but it is planned to spend two days there should she go earlier. The men probably will go to the volcano by train.

Capt. Sumner E. W. Kittelle of the Maryland has been promoted to a captaincy since he was last in Hilo for merely as a commander. Retirements of rear admirals moved captains to rear admirals and commanders to captains. Lieut. Comdr. David F. Boyd is still executive officer. A new officer on the cruiser is Lieutenant Gardner, and Pay Clerk O'Brien has been succeeded by Chief Pay Clerk Foley.

Crews on the Cruise

Crews of the cruisers were kept busy training for target practice in crossing the Pacific. Target practice for the Maryland will come immediately after she has returned to San Francisco. Targets were rigged on the Nanshan and Iroquois and morning, afternoon and evening the crews were drilling, sighting and loading, and searchlight practice were kept busy at night. Target practice will be held at San Pedro, whether the cruiser will go from San Francisco, and with that completed, she will proceed to San Diego for elementary gun practice. Her small arms target practice was commended highly by the admiral of the fleet in a letter to Captain Kittelle, and all are working to put her well toward the front with big guns as with small. The ship will begin taking 800 tons of coal this morning.

The Nanshan anchored in the offing last night and will go to Pearl Harbor today to discharge 2500 tons of coal brought from San Francisco.

Lawrence Not Scheduled

The destroyer Lawrence was not scheduled to come here, it was said yesterday, although press despatches had said that she had sailed with the submarines and convoys. The mistake probably arose from the Lawrence putting out to sea en route to San Diego directly after the fleet sailed from San Francisco for Honolulu. The destroyers have not the steaming radius to come this far without replenishing their coal bunkers.

The run of the K-7 not only is a record for the United States navy, but it is believed to be a record for the world's navies in transoceanic voyages, although the voyages of German and British submarines from their home ports to the Dardanelles were longer, although the K-7 was longer.

THRILLING STORY OF A SHIPWRECK REACHES MIDWAY

Crew of Schooner O. M. Kellogg Get There After a Month's Hard Effort

NAVAL TUG IS ORDERED TO RETURN THEM HERE

Iroquois' Men Will Hear a Tale of Hunger and Peril on Arrival

Nine men and one woman, the crew of the American schooner O. M. Kellogg, reached Midway Island Wednesday from Laysan Island. The schooner piled up on Maro reef, September 15, and is believed to be a total loss. Her crew got to Laysan in a ship's boat, and at Laysan chartered the boat Helene of Max Schlemmer. In this Midway was made.

The ten arrived at Midway exhausted from lack of food, according to an Associated Press despatch from Midway via San Francisco last night.

Today or tomorrow the United States naval tug Iroquois, Boston Frank Bruce commanding, will sail for Midway to bring the castaways to Honolulu. Advice to the navy department from the Midway cable station resulted in orders to send a ship being received by Admiral C. J. Boush, commander, yesterday morning. He decided on the Iroquois, which arrived only yesterday afternoon from San Francisco, conveying the K-class submarines.

Party Adrift Two Weeks

Captain Lunn was master of the schooner. The woman of the party is his wife. They and the others were about two weeks in the ship's boat and the Helene between Maro and Midway. Departure from Maro reef, September 28, eleven days after the schooner struck, and Laysan was reached in two days. The ten remained at Laysan six days, and started for Midway October 4.

It was fortunate for them that they found Schlemmer on Laysan, for other wise they would have been in severe straits, probably for food and at least for a boat to make uninhabited land. Schlemmer went to Laysan three months ago in the Helene with his son and daughter and a Japanese.

Ma-sef is a submerged coral atoll in 170 degrees, 45 minutes west, and 25 degrees, 30 minutes north. It is a circle of coral boulders just awash, with only its fringe of white breakers to show it to a ship. It is on all charts.

Piled Up While Returning

The O. M. Kellogg was a schooner of 393 tons gross, 331 net, 150 feet length, 35 feet beam and 113 feet depth. She was built at Fairhaven, California, in 1892, of yellow fir with copper and iron fastenings. She sailed from San Francisco for Apia July 8, and arrived at Samoa August 16. She departed September 2 for San Francisco. This she was thirteen days out when she piled up.

Her presence near Maro would be explained by her bearing far north prior to taking the northeast trades for San Francisco.

Maro lies about seventy miles east of Laysan, and is one of the Hawaiian group. Dowsett's reef lies southeast of Maro. From Laysan to Midway is about 405 miles, west by north. Maro is about 610 miles from Honolulu.

In his "Log of the Kaaloaki," Capt. F. D. Walker described the wreck.

"It consists of a circle of coral boulders just awash—not an inviting place to be in bad weather," he says. "We were getting on nicely, when it suddenly came to blow. The current ran to the northwest about three knots an hour. Still, we hung around 'in the interests of navigation.' As the sea got heavier, we lay to during the night, and at daylight we tackled it again. Our object was to discover an entrance, and if there existed an anchor age inside."

"All day we were plunging into the sea; but it was evident Providence did not want us to know much about the place. As we felt disinclined to dispute the wishes of Providence, we left and started for Laysan again. I think it is always bad weather at Maro Reef in the winter months, when the heavy westerly seas, which roll like mountains in, in the Maro Reef must present a truly magnificent spectacle. So, sublimely! If only it could be viewed from a balloon!"

Such was the reef on which the O. M. Kellogg struck.

Schlemmer Formerly Here

Schlemmer, who formerly had a guano contract on Laysan, returned here after the Japanese poaching raid and served as custodian of the Old Palms' building, but went back to the island during the summer. He would not have provisions to feed ten extraneous, which would make almost four times the number he had provided for, and it probably pinched him to give the castaways enough to make Midway.

The cable station could care for them for a time, but as it has only twelve to fourteen men, the ten newcomers could increase consumption there at most 100 per cent. The station, which is a small building, was taken over as a storehouse, so as not to deplete its supplies too much.

The Iroquois will make Midway and return in eight or ten days. She used to run there regularly when she was station ship here and when the government had parties on the island. She is about a ten-knot ship. Minor overhauling probably will prevent her

CONSPIRACY TRIAL STILL IN JUMBLE

Dissension Seems To Be Developing in Prosecution of Scully-Chilton Case

William P. Fennell, Jerome J. Smiddy, John H. Fischer, J. B. Kramer and Fred R. Nugent followed each other yesterday as witnesses for the Territory in the Scully-Chilton conspiracy case now on trial before a jury in Judge Ashford's court. The trial will be resumed at nine o'clock this morning.

McBride's motion that Fennell's testimony be stricken from the record was denied by Judge Ashford. A similar fate met the motion made yesterday by McBride in regard to the testimony given by Fischer.

That Fennell and Fischer "fall down" in their testimony was the opinion of many around the judiciary building yesterday. Their testimony was expected to be different, it was claimed. There is dissension, also, in the camp of the prosecution. It was learned yesterday by Deputy City Attorney Carden is reported to have made a definite decision that he, and not any particular witness, however interested, will conduct the case. One witness was told, according to this information, to "keep his hands" off in regard to the conduct of the case.

Kramer a Disappointment

It is understood that Kramer's testimony given yesterday was a disappointment to the prosecution, that Kramer's story to the jury was altogether different to that he had told when he was examined in the city attorney's office.

Fischer told yesterday that he had not been detained on the trip around the island by any one and that he could have left the hunch earlier had the automobile not broken down. There is a mystery, it is claimed, in his "breaking down" of the machine. Fischer was asked if it had not been at his request that Chilton had decided to make the trip around the island instead of returning to Honolulu by way of the Palis. He denied this, as he also denied that he had offered to "treat" the meals at the Halewa Hotel.

Credit Was Not Good

"I had only two or three dollars with me," he said, "and we were six, all told."

"Your credit was probably good at the hotel," McBride interjected.

"No, I don't think so," Fischer replied. "Don't know anybody over there."

The prosecution claims that the plentiful beer and as plentiful sandwiches were supplied from Scully's Waikiki Inn. The defense seems to hold to the theory that the edibles were prepared by Mrs. Chilton.

Marshal Smiddy, in regard to a purported conversation in which Scully is said to have claimed that he was ready to "rough up" what he knew about the alleged conspiracy, said that he did not think that what Scully had said was meant in the nature of a confession, and that Scully had stuck to the view that it would not be proper for him to answer any questions unless he had the permission of the city attorney.

Kramer said that, because it was getting dark, he and Fischer had at first objected to going around the island. He had been sent on the dove-poachers' hunting trip by the elder J. B. Kahanomoku, then a captain of police.

Argument With Wife

Fischer claimed that he had an arrangement with his wife in the matter of telephoning to the other side of the island. Fennell was to keep in touch with Mrs. Fischer and, through her, Fischer would keep Fennell posted as to the progress of the Waimanalo dove-poachers' hunting trip. This was the gist of a confession and the so-called conspiracy, which was calculated to keep Fischer from the meeting of the license commissioners, where he had important testimony to give as to conditions at Scully's Waikiki Inn.

WATER FRONT NEWS

Gray's Harbor—Sailed, Oct. 11, schr. Caroline for Honolulu.

San Francisco—Arrived, Oct. 12, 6 a. m., str. Wilhelmnia, hence Oct. 12, 2 p. m., U. S. A. T. Thomas, hence Oct. 4.

Hilo—Sailed, Oct. 11, str. Anyo Maru for Valparaiso via way ports.

Fort Allen—Arrived, Oct. 11, schr. Albert Meyer from Newcastle (not Kahului).

San Francisco—Arrived, Oct. 13, 9 a. m., S. S. Ventura hence Oct. 7.

San Francisco—Sailed, Oct. 12, 5:25 p. m., S. S. Lurline for Honolulu.



ARRIVED

Str. Matsonia from San Francisco, 7:30 a. m.

Str. Mauna Kea from Hilo, 7:35 a. m.

Str. Maui from Hawaii, 11:15 a. m.

Str. Claudine from Maui, 2:40 a. m.

U. S. A. T. Sheridan from San Francisco, 7:30 a. m.

Schr. Louise from Aberdeen, 9 a. m.

Submarines K-3, K-4, K-7 and K-8 from San Francisco, 2:30 p. m.

U. S. S. Maryland from San Francisco, 3:15 p. m.

U. S. S. Iroquois from San Francisco, 3:15 p. m.

U. S. S. Nanshan from San Francisco, 3:15 p. m. (off port for Pearl Harbor).

Str. Hilonian from San Francisco (off port), 10:55 p. m.

Gas. schr. Mokoli from Koolau ports, 3:30 p. m.

Gas. schr. J. A. Cummins from Koolau ports, 5:20 p. m.

DEPARTED

Mine-planter Ringgold for San Francisco, 2:45 p. m.

U. S. A. T. Dix for San Francisco, 3:45 p. m.

Str. Mauna Kea for Hilo, 10 a. m.

Str. Nihaui for Hawaii, 3:30 p. m.

Str. Iwalandi for Seattle, 4:05 p. m.

Str. W. G. Hall for Kauai, 5:10 p. m.

Str. Matsonia for Hilo, 5:15 p. m.

PASSENGERS ARRIVED

From San Francisco by Str. Matsonia October 12—E. G. Mogford, W. T. Arlett, W. J. Kealy, Mrs. Josephine Archibald, Dr. Geo. S. Aiken, E. R. Bath, E. Pittman, Chester Irwin, R. A. McKeague, A. J. Lowrey, Max Basker, F. A. Potter, Mrs. M. J. Gouven, Mrs. L. Loof-barrow, Miss L. Grace, Miss Williams, W. N. Peterson, Miss A. Gertz, Mrs. H. M. Nix, Mrs. F. A. Lowrey, G. J. Boise, H. D. Bode, Mrs. H. D. Bode, Mrs. Nellie Watlington, S. G. Hines, Mrs. R. E. Clark, Master J. Kay, Benj. Mort, J. E. Oldright, Master Patton, Miss Lillian Gee, Mrs. C. Lillian Osgood, Mrs. Myra, J. Mead, Mrs. A. Jansen, Mrs. Kumulae, Miss Helen Stearns, Miss E. Stapleton, A. J. Gignoux, Mrs. E. W. Bratton, Mrs. E. A. Peterson, Miss Allen, Miss Etta Emerson, Mrs. S. B. Schall-enbach, Mrs. G. J. Boise, Mrs. J. V. Marcell, Mrs. F. P. Killon, W. R. Castle, R. C. Chaskey, R. E. Clark, J. Mitchell, E. E. Rowland, H. R. Coote, Miss N. Williams, Mrs. W. K. Patton, Miss D. Trout, Mrs. W. J. Kealy, Mrs. J. T. Silva, Miss Edith Patton, Mrs. M. Kokar, Mrs. Henry Bicknell, Miss Edith M. Cooper, Mrs. A. Horner, Miss M. L. Russell, Miss Y. Chase, Mrs. A. J. Gignoux, Miss Helen B. Matthews, Mrs. J. J. Matthews, Mrs. H. R. King, Mrs. M. E. Brown, Jno. P. Colburn, Fred Cooke, W. I. Howbert, P. M. Pond, Mrs. P. M. Pond, Mrs. R. W. Anderson, Miss Ruth Anderson, Mrs. Coppage, Mrs. Hiram T. Cleaver, Mrs. John A. Scott, Francis J. Cooper, Miss Cordelia Gilman, Mrs. B. Cowen, R. I. Lulle, J. M. Gaultlett, Miss M. Thurston, Miss Jessie deGlar, Miss Carrie A. Gilman, Mrs. H. L. Olive, Mrs. E. Conklin, Robert Lewers, A. Guthman, Mrs. G. Gerber, L. H. Freeman, Master Peterson, Jr., Master Chas. de Eckart, Mrs. Chas. F. Eckart, R. M. Allen, Mrs. R. L. Auld, Miss S. A. Neeb, Earle V. Dykes, Wm. Dykes, Mrs. W. M. Dykes, Mrs. A. H. Ehrlich, Miss E. M. Fairweather, Master Thos. Eckart, A. D. Hills, Mrs. S. Kahn, Mrs. E. D. S. Pope, R. E. S. Jussie deGlar, Mrs. J. J. Herman, Herman Focke, G. DeGouin, Mrs. W. R. Castle, Mrs. A. Lewis, Mrs. J. W. Constance Edwards, W. P. Labadie, A. E. Evans, Mrs. H. F. G. DeGue, A. DeGue, Dr. R. W. A. Gerson, G. V. Gammie, Mr. Coppage, Strain T. Gaver, John A. Scott, Mrs. S. W. G. G. P. Meschaert, Mrs.

MEMBER OF PROVOST GUARD KNOCKED OUT

C. Williams, Company T, Second Infantry, was knocked out by a blow with some blunt instrument on the back of the head, about ten o'clock last night.

Williams, who is a member of the provost guard, was trying to stop a dispute between some other soldiers when someone struck him from behind and he fell to the ground unconscious. He could give no information as to who his assailant was.

Emergency Hospital Surgeon Ayer dressed Williams' injury and he was relieved from duty for the remainder of the night, although much against his own desire.

INDUSTRIAL ACCIDENTS GET INDIVIDUAL RULINGS

The public utilities commission yesterday afternoon received an opinion from Attorney General Stainbach relative to the coordinate workings of the industrial accident and utilities commission. The ruling was that decisions would be given on individual cases. Action on the report of the coroner's jury on the death of Shiba Iwata, a Japanese woman, killed in a leap from a street car, was postponed.

PILES CURED IN 14 DAYS

PAZO-OINTMENT is guaranteed to cure blind, bleeding, itching or pro-lapsing PILES in 14 days or money refunded. Manufactured by...

Honolulu Stock Exchange

Thursday, October 14, 1915.

NAME OF STOCK	CAPITAL PAID UP	PAR VAL.	100	1
Amoco Oil Co.	1,000,000	100	100	100
Amalgamated Sugar Co.	1,000,000	100	100	100
Amalgamated Sugar Co. (Preferred)	1,000,000	100	100	100
Amalgamated Sugar Co. (Common)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1915)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1916)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1917)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1918)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1919)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1920)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1921)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1922)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1923)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1924)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1925)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1926)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1927)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1928)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1929)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1930)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1931)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1932)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1933)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1934)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1935)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1936)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1937)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1938)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1939)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1940)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1941)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1942)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1943)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1944)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1945)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1946)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1947)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1948)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1949)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1950)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1951)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1952)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1953)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1954)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1955)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1956)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1957)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1958)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1959)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1960)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1961)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1962)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1963)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1964)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1965)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1966)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1967)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1968)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1969)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1970)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1971)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1972)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1973)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1974)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1975)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1976)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1977)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1978)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1979)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1980)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1981)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1982)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1983)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1984)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1985)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1986)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1987)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1988)	1,000,000	100	100	100
Amalgamated Sugar Co. (Sinking Fund - 1989)	1,000,000	100	100	100
Amalgamated Sugar Co. (