UNCLE SAM WANTS CHARTERED SHIPS

Government Will Take Over All Ocean Going Vessels, Says Reliable Report

(Associated Press By U. S. Naval Communication Service)

WASHINGTON, August 2—That the federal shipping board plans to requisition all American chartered oceangoing vessels was learned today from reliable sources. More and more vessels are needed in the transatlantic service for conveying food and munitions for the Allies in Europe.

The plans of the board indicate that many vessels now plying in the Pacific will be diverted, and their places taken largely by neutral and Japanese liners.

As now outlined, the board plans to commandeer all charters, but wherever advisable to avoid interfering with vessels operated by their owners.

Under government supervision and direction operations can be carried on avoiding vast expenditures, and the work be much simplified. Should the owners fail to obey the regulations set forth by the shipping board their charters will be cancelled and given to others.

This action is believed in shipping circles to be preliminary to an Anglo-American agreement regarding the eventual control of the world's shipping, with the shipping board controlling American rates.

NO CLUE IS FOUND TO BUTTE LYNCHERS

Woman Representative In Congress Asks Federal Aid

(Associated Press by U. S. Naval Communication Service)

BUTTE, August 3—No clues to the identity of the vigilantes who lynched the I. W. W. leader here have yet been obtained by the police or county officials. It is understood that Miss Rankin, the woman congressional representative is seeking federal aid in tracing them.

The situation here was considerably clarified yesterday and last night. Guardsmen continue to keep order and no further trouble is now expected to grow out of the affair.

BRITISH AVIATORS DO FINE SERVICE

(Concluded from Page 1)

British plane saw a crowd of Germans surrounding the plane they had felled, and upon this crowd the plane swooped, the machine gun tearing the crowd into fleeing units, many of whom fell, including two officers. Then another machine gun pit was spotted and this was silenced before the plane sped off to meet a troop train, its flat trucks crowded with reinforcements for the lines against which the British infantry was thrusting itself. Down the entire length of this train the plane flew, shooting steadily, while the Germans, startled at this death-dealing apparition just above their heads, threw themselves off the moving train to escape.

Then, having run short of magazines for their Lewis guns, the British flyers shot into the air and returned to their own station behind the British lines, their plane bullet riddled but not a member of the party even wounded. This machine finished out the day in scouting.

Rain Fails to Check

Although the unusually heavy rainfall of Tuesday afternoon and night has prevented the Allies from bringing forward their heavy artillery and making possible the continued progress of the drive across the Flemish marshes, it has not prevented the infliction of continued heavy losses upon the Germans, whose counter attacks have been thrown back and whose regiments have been mowed down by the British and French machine guns and rifle fire.

It is agreed that the demoralization amongst the Germans on Monday was such that the Allies might have carried forward their front for one or two miles further had the weather not interfered, blinding the gunners and flooding the lowlands so as to turn the whole country into a deep morass. It was the rain and not the arrival of German reinforcements that held the Allies at what are now the advanced positions.

Huns Try Counter Attacks

The German counters yesterday were concentrated against the British new lines, occupied on Tuesday, northeast of Poprecht, the infantry attacks being preceded by heavy artillery fire. Here the Teutons came on in three attacks, each of which was smashed by the British light guns and the machine guns, the attackers being raked as they attempted to advance and the number of German casualties being added to largely.

A day of sunshine is essential to permit the realignment of the Allies artillery and to allow the British airmen to relocate the disposition of the German batteries and their new lines.

U. S. MAKES ADDITIONAL LOAN TO THE BELGIANS

(Associated Press By U. S Naval Communication Service)

WASHINGTON, August 3—An additional loan of two and a half million dollars was made to Belgium yesterday for war purposes.

POLITICS TANGLED BY RESIGNATION OF G. M. COLLINS

Engineer Collins Quits, Which Forces Supervisors To Consider Appointment Made By Mayor Fern

City Engineer George M. Collins has accepted the position of engineer for the P. B. Bishop estate as the successor of the late Giles H. Gere.

Mr. Collins was offered the position Wednesday, accepted it yesterday and his appointment will be formally confirmed at a meeting of the trustees of the estate today.

This sudden development in municipal affairs, with its political significance, has precipitated an alarming situation for the Republican majority on the board of supervisors, who now stand confronted with the necessity of acting on the name of John H. Wilson, L. L. McCandless' protege and Mayor Fern's nominee for the position.

No definite decision has been made as to the date Mr. Collins will leave office, but it is understood that he is anxious to take up his new duties as soon as possible without unnecessarily interfering with the plans of the road committee of the supervisors.

Mr. Collins declined to discuss his appointment yesterday, but it was learned that he sent word to Supervisor Arnold, chairman of the roads committee, that he had accepted the position with the Bishop estate.

The news came as a blow to the supervisors—that is, the Republican supervisors—who were thrown into confusion over the huge advantage the resignation has given Mayor Fern, who now has the conceded and unquestioned power to appoint the successor of Mr Collins.

A plan to reorganize the engineering department and separate it from the road department is already under discussion as a means of meeting the emergency.

In John H. Wilson, the mayor's choice for city engineer, the Republicans see a bitter enemy of the frontage tax. But he is the mayor's appointee, seat to the board with the others on July 2, and he must either be confirmed or disapproved.

The resignation of Collins foreshadows one of the liveliest fights of the supervisors, with Mayor Fern on one side supported by his two Democratic supervisors, and the five Republican supervisors on the other.

FRIENDS MOURN AT NURSE'S FUNERAL

Deep Sorrow Shown By Many For Tragic Death of Miss Florence Berg

The funeral of Miss Florence Berg, whose sudden death Tuesday shocked her many friends in Honolulu, was held yesterday at the Williams' Undertaking Parlors. Canon Ault performed the services.

The services were largely attended by doctors and nurses and friends of the deceased, whose high respect for her was shown in their deep sorrow for her loss. The Queen's Hospital was represented at the services by Superintendent Roehl, and Miss Helen Macfarlane represented the training school. Six nurses in uniform acted as pall bearers, and the training school class attended them in uniform.

A white casket, beautifully decorated with flowers, contained the ashes of the young nurse. The trustees of the hospital and the training school sent beautiful floral pieces as a mark of respect.

At the cabled request of the father of Miss Berg, the body was cremated, and the ashes will be held here until further word is received from him.

Voted For Fern; Not Old Enough To Serve Country

A peculiar situation has arisen over the refusal of the Hauula board of registration to register a young Hawaiian for the selective draft. As it is, it is likely that criminal proceedings may be instituted, not only against the young man, but against his father as well.

The story, as told by E. J. ("Sonny") Gay and W. J. Sheldon yesterday is as follows:

On Tuesday morning a fine, strapping young Hawaiian appeared before the board of registration at Hauula and demanded to be registered. He was told the registration was only for those between twenty-one and thirty-one years of age. But he was over twenty-one, the young fellow insisted.

On examination he was found to be but nineteen years old. What is the surprising end of it all is that the young man voted at the last county election—for Joe Fern, it is reported.

From the story told yesterday, it is said that the young Hawaiian was induced and persuaded by his father to register so that he could vote at the last county election. He registered and voted.

The father, it was reported yesterday was the one to give away the whole thing. He was at the registration booth on Tuesday and when his son appeared to register for the selective draft objected most strenuously to his doing so, asserting that the boy was only nineteen years old.

On this showing, Harry Lushiwa was not allowed to register.

NEW PACIFIC LINE STARTS IN WEEK

Santa Cruz Sails From San Francisco For Calcutta via Honolulu

The planned East Indian service of the Pacific Mail Company, one of the ventures which help establish Vice-President John H. Rosseter of that corporation as one of the few men of vision in American Pacific shipping, starts on August 6.

On that date the liner Santa Cruz of the Pacific Mail fleet, an American owned and American built vessel, will leave San Francisco for Honolulu, Manila, Singapore and Calcutta, touching at Colombo and Cebu in addition on the return trip.

Mr. Rosseter announces that his company has already received assurances of sufficient support, both from travelers and shippers, here and in India and Manila, to warrant the inauguration of a regular fast freight and passenger service between San Francisco and Honolulu, Manila, Singapore, Calcutta and Colombo.

The first vessel to leave the Coast will be the Santa Cruz, sailing on August 6, taking both passengers and freight. This vessel has limited passenger accommodations, but they are of the most luxurious. She will arrive at Manila August 30, leaving for Singapore on September 1, where she arrives on the sixth of that month, leaving for Calcutta the next day.

Calcutta will be reached on the thirteenth of September, where a stay of five days will be made.

From there the Santa Cruz will steam for Colombo, Ceylon, arriving on September 23. Only two days will be spent there, when the vessel will start on the return voyage to San Francisco, calling in at Singapore on October 1 and leaving for Manila on the third; she will arrive at the Philippine metropolis on October 8 and leave for Cebu the following day, arriving there on the eleventh and leaving for Honolulu on the same day. She will arrive here on October 27 and leaves for San Francisco the next day.

The Santa Cruz being an American-built craft, will carry local passengers from Honolulu to the Coast.

The dates of arrival and departure in the above schedule may have to be slightly altered through unavoidable circumstances. Passengers should ascertain from the company's agents at their port of embarkation the exact date and hour of departure.

Following the departure of the Santa Cruz from this port on the sixth of next month, the company will despatch the fine steamer Colusa on the same voyage on October 6, and then the Santa Cruz again on November 14, another steamer (not yet named) in December, and after that a regular sailing every thirty days.

WILL TOW BARGE OF CONCRETE HERE

Experiment May Help Revolutionize Pacific Marine Transportation

Construction of the first concrete steamer in the United States will begin near Redwood City within a few weeks. The experimental hull will be ready for its testing tow to Hawaii within three months.

The San Francisco Shipbuilding Company was officially organized recently. The officers' names are: W. L. Comyn, president; John Lawson, vice-president; George Hind, treasurer; Kenneth Macdonald, secretary; J. H. Baxter, director, and Alan Macdonald, chief of construction.

At the meeting yesterday afternoon it was decided to rush work on the yard near Redwood City, where the company has a large space of deep-water littoral.

As soon as the stocks are constructed, the forms for the concrete keelson will be laid. Thence the forms will be built up and the reinforced concrete poured in until the whole shape is ready for launching.

There is, of course, secrecy as to the exact method of building the concrete ships. The process has been developed by the Macdonald brothers, who have had much to do with concrete construction here since the fire. They claim to have a method of mixing and reinforcing the concrete which will give to the sides of the vessel as much elasticity as steel.

The matter has been thoroughly looked into by the men who have invested their money. They admit that the new departure is by way of experiment, but point out that no single expert has been able to give them a satisfactory reason why the concrete vessel is impossible.

CAPT. MORTON HAS BECOME BENEDICT

Capt. Henry E. Morton, the famous Pacific skipper, who piloted the yacht of Duc de Montpensier around the world, was married recently to Miss May Free of Seattle in Shanghai, China. The couple is now honeymooning in Japan. The captain was formerly marine surveyor of Shanghai, and last year became general manager of the greatest hotel system in the Orient, which includes the well-known Astor House and Palace Hotel of Shanghai. Mrs. Morton was formerly the private secretary of a big commercial house in the same city.

ARMY MEDICO'S NAME FIGURES IN NURSE'S CASE

Military Authorities Asked To Investigate Facts Surrounding Death of Girl From Criminal Operation—Expected To Become a Bride; Instead Died In Agony, With Name of Expected Husband On Her Lips

United States Army officers have been formally called upon to investigate the circumstances surrounding the death of Miss Florence Berg, and in connection with these the part which may have been taken by Captain John Ludy of the medical corps, department hospital, Fort Shafter.

Already an investigation, in which the name of the captain figures, has been launched by officials of the city attorney's office, but secrecy covers their movements and no statement whatever will be made by them until after the inquest. The inquest will probably be held Saturday.

Friends Aroused

Miss Berg died Tuesday following a criminal operation, and the circumstances surrounding her case have aroused her many Honolulu friends to action, which resulted in the demand being made on the Army for a thorough inquiry into the matter.

For several days the detective department has been working on the matter and has examined a score of witnesses, including the nurses who attended the girl at the Beretania Sanitarium and to whom, it is said, Miss Berg revealed the name of the man responsible for the condition that made either marriage or the dangerous and criminal operation necessary.

Expected To Marry

She had, up to two weeks before her deathbed agonies, fully expected to marry and had confided her good news to her intimate friends.

Among the pitiful effects of the dead girl, found by her friends yesterday when they were packing up her things to send them to her relatives, with her ashes, were daintily hemmed table napkins, flimsy doilies and those other things for the decoration of a home that brides delight in. There was also a letter from her sister on the Coast, congratulating her on her coming marriage and wishing her all the happiness that was her due a happiness that had been turned into death within a few days after the letter had been received here.

Bride of Army Doctor

It was to Doctor Ludy that she was to be married, she told her friends at the Queen's Hospital, where she was engaged as a nurse, and the wedding was to be immediate, she confided, receiving the congratulations with happy smiles. To these friends she exhibited portions of her trousseau. She gave the impression of a happy girl, eager for the day when she would be the wife of the man she loved. And this man, she confessed, was Captain Ludy.

The news did not come altogether as a surprise to her friends. They say that for more than a year she was never seen with any man but the captain, and they accepted it almost for granted that they were engaged. She was very happy and light-hearted in those last days of her service at the hospital, and went about her work skipping and singing like a schoolgirl.

Then Something Happened

She left the hospital in the same high spirits, speaking of her marriage as something of the immediate future. She took a large, sunshiny room in the Ingleside, on Vineyard Street.

Then something, yet to be explained, happened.

The sunshine went out of her face. Her happy laughter was silenced.

One evening, late, she went out for an automobile ride with a party of four. Returning, she was assisted out of the machine and into the house. A short time later the effects of her criminal operation asserted themselves and she was unable to leave her bed. When her condition got such that it was most serious, she was removed to the Beretania Sanitarium, but too late to save her. Yesterday her remains were cremated at the Nuuanu Cemetery.

Called Ceaselessly

In the days that followed her first sickness her mind was clear and delirious by turn. Plaintively she called for Captain Ludy to come to her. He visited her twice or thrice during the nine days of her illness, but the visits were apparently not frequent nor long enough to satisfy her, for she ceaselessly called for him.

Miss M. E. Fox and Miss J. M. Parkinson—the two nurses who attended her while she was at the Beretania Sanitarium—declare the most pitiful thing they have ever heard were the cries of the young nurse for the man she spoke of as her fiance. She described him, they say, as the one person who should be with her in her extremis.

Fatal Auto Ride

The police are apparently working on the theory that the criminal operation was performed the evening she went on the last motor ride. They have taken charge of the garments she wore on that occasion, and the bloodmarks they bear presumably will be used as proof of the theory.

So far no announcement has been made by the Army as to what action it will take on the request for a military investigation. The city attorney's office is also reticent, though it admits an investigation is progressing. It will probably not make any further announcement until after the coroner's inquest is held, which will be some time this week.

FATHER OF WORLD CHAMPION DEAD

Captain Duke K. Kahanamoku Passes Away At His Home From Heart Trouble

Capt. Duke K. Kahanamoku, father of the well known world swimming champion, died at six o'clock yesterday evening at his home, 1847 Ala Moana Road, Waikiki. Funeral services will be held at the residence at three o'clock next Sunday afternoon. The place of interment has not been decided on yet.

Kahanamoku was out swimming late yesterday afternoon and was apparently in the best of health. Returning from his swim he lay down to rest before taking his dinner. Shortly afterward he complained of dizziness and a minute or two later passed away. Heart trouble was given as the cause of death.

The deceased was a native of this city, where he was born on July 21, 1869. He was forty-eight years on July 21, last. Kahanamoku was born on the day the Duke of Edinburgh arrived in Honolulu on his tour of the world. Because of this fact the newly born baby was named Duke, a given name which was transmitted to the son, the well known swimmer.

The elder Duke Kahanamoku was for many years a captain of police in the local force. Latterly he has been a guard at the territorial penitentiary. He was also a member of the board of election inspectors of the Waikiki precinct, the second of the fourth.

Surviving the deceased are the widow and six sons and three daughters—Duke P., David, also a noted swimmer; William, Sergeant, Louis and Samuel, sons, and Bernice, Kapiolani and Maria, daughters.

Duke Paoa Kahanamoku, son, has been on the Island of Hawaii, and a wireless message was despatched last night informing him of his father's death. It is expected that he will be able to catch the Mauna Kea leaving at ten o'clock this morning from Hilo, in which case he will arrive here tomorrow morning. To allow the son to attend, the funeral was set for Sunday afternoon.

APPOINTED CLERK

Miss Frances M. McDermott has been appointed clerk to the United States district attorney, taking the place of Mrs. Edith E. Counts, resigned. Mrs. Counts, who was Miss Edith Pratt, was the only civil service member of the local federal judiciary, with which she was connected for many years.

WATERTOWN SCHOOL DESTROYED BY FIRE

A bungalow schoolhouse, valued at $1200, was completely destroyed by fire at Watertown early yesterday afternoon. An adjoining school building was only saved from similar destruction through the quick work of Fire Chief Thurston and the crews of Combination Wagons Nos. 1 and 4 of the central fire department.

Chief Thurston received the alarm by telephone from Watertown at one-fifteen and immediately started for the fire, the long run being made in record time. When they reached Watertown, the burning building was already beyond saving, being practically burned to the ground. Another schoolhouse, near the burning one, was already badly scorched on the side toward the fire. Through the use of the chemical engines this building was saved.

How the fire began is not known definitely. It broke out on the shingle roof of the burned building, which leads the fire department officials to believe that it was started from a spark off a tractor used in drawing a large plow in the immediate vicinity.

Feel Achy All Over?

To ache all over in damp weather, or after taking a cold, isn't natural, and often indicates kidney weakness. Uric acid causes many queer aches, pains and disorders of the organs. Well kidneys keep uric acid down. Tired, dizzy, nervous people would do well to try Doan's Backache Kidney Pills. They stimulate the kidneys to activity and so help clear the blood of irritating poisons.

"When Your Back is Lame—Remember the Name." Don't simply ask for a kidney remedy—ask distinctly for **Doan's Backache Kidney Pills** and take no other. **Doan's Backache Kidney Pills** are sold by all druggists and storekeepers at 50c a box, (six boxes $2.50) or will be mailed on receipt of price by the Hollister Drug Co., or Benson, Smith & Co., agents for the Hawaiian Islands.—Advertisement.

MARINE INTELLIGENCE
By Merchants' Exchange

San Francisco—July 31, arrived, 11 a. m., str. Matsonia, hence July 25.
Yokohama—Steamed, August 1, str. Rembrandt, for Honolulu.
San Francisco—July 31, sailed, 4:00 p. m., str. China, for Honolulu.
San Francisco—August 1, arrived, str. Persia Maru, hence July 25.
San Francisco—August 1, sailed, str. Unkai Maru No. 2, for Honolulu.

PORT OF HONOLULU.

ARRIVED

July 31, 1917.
Str. Doris, from Libue, 12:30 p. m.
Str. Mauna Kea from Hilo, a. m.

August 1, 1917.
Schr. Louise, from Gray's Harbor, a. m.
Str. Mauna Loa, from Kauai, 5 a. m.
Str. Maui, from San Francisco, a. m.

August 2, 1917.
Str. Texan, from San Francisco, 12:30 p. m.
Schr. Ysabella May, from Papeete, a. m.
Str. Claudine, from Maui, 5:15 a. m.

DEPARTED

Str. Wilhelmina, for San Francisco, 4 p. m.
Str. Kilauea for Kona and Kau ports, noon.
Str. Kinau for Kauai ports 5 p. m.
Str. Mikahala for Molokai and Maui ports 5 p. m.
Str. Waialeale, for Hawaii ports, 3 p. m.
Str. Hyades, for Port Allen, 5 p. m.
Str. Mauna Kea, for Hilo, 10 a. m.
Str. Governeur Jaeschke, for San Francisco, a. m.
Str. Mauna Loa, for Kauai ports, 3 p. m.

PASSENGERS ARRIVED

By str. Mauna Kea, from Hilo, July 31—From Hilo—C. N. Kotada, S. Hata, Chung Sang, Doctor Downs, S. N. Downs, E. H. Mott-Smith, E. A. Mott Smith, T. Singlehurst, W. N. Ballinger, E. J. Reed, S. A. De Launay, A. Murphy, F. P. Stotts, Professor Jaggar, H. Focke, Miss Focke, Mrs. Palleson, Mrs. L. Emmans, Doctor Lycan, Mr. and Mrs. E. H. Brown, Miss Farrwell, Mrs. Mosher and infant, Mr. and Mrs. S. Johnson, G. J. Becker, R. McCorriston, John Walker, Mrs. Biddle, Mrs. Barnes, Miss Fritsch, Mr. and Mrs. Kawasaki, Mrs. Downs, Miss Downs, Mrs. Seyde, M. Fukushiro, K. N. Eto, J. Tango, Mr. and Mrs. Baker, Miss Wilson, Mrs. Akaikuni, L. K. Silva, Max Weber, A. E. Carter, Iha Sato, Miss Kan Kee, Miss Yoshino, E. K. C. Yapp, J. Carreira, J. Mori, Mr. and Mrs. J. Miura, Kimura, Sergeant Jones, F. B. Hesse, Mr. and Mrs. Edmondson, Mrs. Nakamoto, J. F. Fenwick, H. L. Freeman, J. Macdonald, James Wallacke, Mr. and Mrs. Lyons, Mr. and Mrs. Burnett, Mr. and Mrs. Ito, Miss Maclean, Miss Maxwell, Miss B. Lee, Mr. and Mrs. Blake, Miss E. Blake, Miss G. Blake, Miss Johnson, Miss Holmes, J. Waldron, Miss O. Clarke, Miss E. Clarke, Lee Ong, L. Ah Tai, Miss Kawainui, Miss C. Cox, Mr. and Mrs. J. P. Borne, Mr. and Mrs. H. Sakamoto and infant, Mr. and Mrs. Rapoza, Mr. and Mrs. L. Franks, G. Kan Kee, Mrs. Kan Kee, Miss Rose Kan Kee, K. Nishimura, G. Otani, T. Taketa, Y. Nakayama, Mrs. Nakayama and infant, Master Nakayama, Miss Nakayama, L. L. Newton, M. K. Jo, Mrs. Chong, Miss Kalkes, Miss Kitigawa, Mrs. Kitawaga and infant.

From Lahaina—G. F. Larsen, C. Leo, O. Mahoney, H. W. Tuttle, Kaunakau, Miss Kaunakau, Miss Cummings, Miss Lloyd, Mrs. McDougall, Miss Janeiro, James Assam, Toyama, T. J. Hird, D. B. Murdoch, Miss Holt, Miss Murray, Mrs. Lorenzen, Miss Kenney, Miss Kipoikai, Mr. and Mrs. T. D. Cockett and infant, A. D. Morton, Mrs. and Miss Robinson, Mr. and Master Holt, Frank Vida, Miss Hughes, Kobayashi.

By str. Maui, from San Francisco, August 1—Mr. and Mrs. George Ahlborn, George Albers, Miss Edith Augst, Mr. and Mrs. F. P. Bauker, Mrs. T. Brandt, Prof. D. H. Campbell, A. J. Campbell, William Chapman, A. L. Chillingworth, Miss Hazel Clark, Mr. and Mrs. E. J. Cody, Mr. and Mrs. N. W. Cooke, W. G. Cooke, L. E. Cornwell, Faldan N. Crystal, Clement Crystal, Mr. and Mrs. Moses Crystal, Miss Annette Crystal, Miss Bernice N. Daniel, George Desart, Mrs. C. B. Dunham, Dr. J. H. Farrell, Patrick Gleason, Miss F. Goodhue, Mrs. V. G. Goodhue, Master B. Goodhue, B. G. Goodhue, Mrs. J. K. Hart, A. T. Howley, H. Kerr, Richard Klegin, Miss Grace Knight, Mr. and Mrs. W. B. Lymer, Mrs. J. Maderis, Joseph McComisky, H. J. Metcracken Jr., Miss A. McCracken, Mr. and Mrs. H. J. McCracken, Manuel Medeiros, Mrs. Ivan Miller, C. Morgan, F. Moir, Miss Doris Noble, Mr. B. E. Noble, Frank Pachmayer, Mr. and Mrs. Walter Powell, Mrs. J. W. Raymonds, J. D. Raymond, George D. Russell, Mrs. G. Schaefer, Miss Lydia Schaefer, Miss Barbara Schaefer, Gus Schuman, Mr. and Mrs. J. Scott, Mr. and Mrs. J. F. Shingle, Lawrence Sloan, Mrs. A. T. Spalding, Miss May Spayde, C. W. Spitz, George Stoll, F. Sun, Mr. and Mrs. R. K. Thomas, Mr. and Mrs. L. A. Thurston, Miss Hilda Tillander, Miss Katherine Vierra, Miss Clara Walker, Mr. and Mrs. Ison Whaley, Mr. and Mrs. Richard Wilcomb, Mrs. A. Wilson, W. S. Wise Jr., Mr. and Mrs. A. A. Young, Mrs. W. F. Young, Mrs. Alexander Ryan.

PASSENGERS DEPARTED

By str. Wilhelmina, for San Francisco, July 31—Mrs. C. Atherton Adams, C. C. Anderson, L. M. Brown, R. J. Blake, E. J. Boether, Mrs. M. F. Bruner, J. Buckley, H. Bohr, Mrs. F. Brooks, Mrs. J. Brown, Mr. and Mrs. T. J. Baker, Charles Clark, Miss I. Clark, J. Cathcart, Miss E. Deming, Charles Dwight, Mrs. W. Edwards, Miss M. Edwards, Miss Claire Evans, J. F. Folsom, Mrs. C. R. Forbes, Miss M. Forbes, A. Feldman, H. P. Faye, Mrs. H. J. Gosse, Miss G. Hanson, A. J. Helbert, T. Imai, Mrs. R. P. Jenkins, Mr. and Mrs. J. Jorgensen, Mrs. E. A. Jones and two children, Mr. and Mrs. F. Lawson, R. C. Lydecker, Mrs. G. K. Lyman, Mrs. M. Little, L. E. Loueton, S. S. Murray, Miss Dorathea Marr, Mrs. Edgar Mosher and infant, Miss A. C. McManus, J. N. McLaughlin, Mrs. H. O. McKay, Miss M. McDonald, Dr. A. M. Owen, Mrs. P. Powell, Wood Peters, A. Patterson, Mr. and Mrs. R. H. Powell, Mrs. J. W. Pratt, J. W. Pratt Jr., Miss F. A. Pratt, Master L. F. Pratt, H. Quinlan, William Rathbone, Mr. and Mrs. P. G. Riley, Miss Emma Schmidt, Miss Fannie Schmidt, Mrs. H. B. Sterling, Miss Sterling, Charles J. Sauers, Mrs. Catherine Sauers, Mrs. M. Scott, Mr. and Mrs. G. G. Saurbry, Mrs. C. Torbet, Mr. and Mrs. Utsumomiya, Mrs. Charles Vetz, Mr. and Mrs. S. W. Wilcox, Miss M. Wilcox, Mrs. H. D. Wishard, Mrs. C. L. Wiggins, Mrs. L. M. Zachary.

EXPECT SENATOR HERE

Advices published in San Francisco from Seattle state that the steamer Senator was expected in the Puget Sound port to take a cargo of coal to the Hawaiian Islands. No announcement has been made locally of such a charter. The Senator has already figured in one exciting event in Hawaii, when, several years ago, it was dispatched by the Alaska packers on a labor raid to Honolulu, and was the center for one of the biggest legal actions that ever broke in local courts.

HONOLULU STOCK EXCHANGE
Honolulu, August 2, 1917.

STOCK	Last Sale	Bid	Ask
MERCANTILE			
Alexander & Baldwin	275		
C. Brewer & Co.	460		
SUGAR			
Ewa Plantation Co.	34	33½	34
Haiku Sugar Co.	206		204
Hawaiian Agricl. Co.	46		
Haw'n Com'l & Sugar Co.	48	48	48½
Hawaiian Sugar Co.	37	36½	38
Honokaa Sugar Co.	10¼		9⅞
Honomu Sugar Co.	42½		
Hutchinson Sugar Co.	30¾		
Kahuku Plantation Co.	19⅝		
Kekaha Sugar Co.	225		
Kelou Sugar Co.	175		
McBryde Sugar Co.	10½	10¼	10½
Oahu Sugar Co.	30⅝	30⅝	31
Olaa Sugar Co.	13½	13	13½
Onomea Sugar Co.	54½	53⅝	54½
Paauhau Sugar Co.	29		
Pacific Sugar Mill	20		19
Pala Plantation Co.	215		
Pepeekeo Sugar Co.			
Pioneer Mill Co.	38	37½	38
San Carlos Milling Co.	18		20
Waialua Agricl. Co.	27½	27½	27½
Wailuku Sugar Co.	30	27	30
MISCELLANEOUS			
Endau Devel. Co.			
1st Ass. 70% pd.			
2nd Ass. fully paid	8		
Haiku F. & P. Co. pfd.	20	17	19
Haiku F. & P. Co. com.	19½		
Hawaii Con. Ry. 7% A	7½	7½	
Hawaii Con. Ry. 6% B			4
Hawaii Con. Ry. common	2½	1	
Hawaiian Electric Co.	167½		
Hawaiian Pineapple Co.	44½	44½	44¾
Hon. Brew. & Malt. Co.	16½	16	16½
Honolulu Gas Co.	124		
Hon. R. T. & L. Co.	140	145	145
Inter-Island S. N. Co.	105		
Mutual Telephone Co.	19		
Oahu Ry. & Land Co.	157½		160
Pahang Rubber Co.	18½		20
Selama-Dindings pfd.	13	14	16
Same (70% pd.)	10	10	
Tanjong Olak Rubber Co.	39½		40
BONDS			
Beach Walk Imp. 5%		102	
Hamakua Ditch Co. 6s			
Hawaii Con. Ry. 5s	80⅝		
Hawaiian Ter. Co. 6	80½		
Haw. Terr. 4% ref., 1905	101		
Haw. Ter. 4% Pub. Imps.	100		
Haw. Ter. pub. imp. 4s (series 1912-13)	100¼		
Haw. Terr'l 3½s	98½		
Honokaa Sugar Co. 6s	94	90	94
Honolulu Gas 5s	105	105	
Kauai Ry. Co. 6s	102½	102	
Manoa Imp. Dist. 5½%	101½		
McBryde Sugar Co. 5s	100⅝		
Mutual Tel. 5s	106		
Oahu Ry. & Land 5%	105		
Oahu Sugar Co. 6%	111		
Olaa Sugar Co. 6%	99		99½
Pac. Guano & F. Co. 6s	105	100	
Pacific Sugar Mill Co. 6s	100	99⅝	100½
San Carlos Mill Co. 6%	104		

Between Boards

None.

Board Sales

Pacific Sugar Bonds, $1000, 100; Waialua, 5, 27.50; Olaa, 75, 13; Onomea, 5, 50, 25, 54; Haw'n Pines, 5, 44.50; H. B. & M. Co., 25, 16.00.

Sugar Quotations
July 30, 1917.

88° analysis beets (no advices).
Parity—
96° Cent. (for Hawaiian sugars) 7.02

Rubber Quotations
July 24, 1917.

Singapore 56.50
New York 69.00

UNLISTED SECURITIES
Honolulu, August 2, 1917.

STOCK	Bid	Asked	Last Sale
OIL			
Hon. Con. Oil	4.20	4.25	4.25
MINING			
Cal. Hawn. Dev.			
Engels Copper	6.37½	6.50	6.37½
Mineral Products	.11	.12	.11
Mountain King	.23	.25	.23
Tipperary	.03	.05	.03
Montana Bingham	.48	.49	.49
Madera Gold	.36	.37	.36

Sales

Montana Bingham, 4000, 50c; 5000, 49c; Hon. Con. Oil, 125, 4.20; 1150, 4.25; Mineral Products, 6075, 13c; 5050, 12c; 3000, 11c; Madera Gold, 2100, 36c; Engels Copper, 2441, 6.37½.

NEW YORK STOCKS

(Associated Press By U. S. Naval Communication Service)

NEW YORK, August 3—Following are the opening and closing quotations of stocks in the New York market yesterday:

	Opening	Closing
American Sugar Ref.	122⅝	122⅝
American Beet	91⅞	92¼
Associated Oil	61	59⅝
Alaska Gold	‡...	5⅛
American Locomotive	72¼	72⅝
American Tel. & Tel.	118	117¾
American Smelter	103	104
American Steel Fdry.	68	‡...
Anaconda Copper	77½	78
Atchison Railway	96½	96⅝
Baldwin Locomotive	74	74⅝
Baltimore & Ohio	69⅝	69⅝
Bethlehem Steel, "B"	127⅛	127⅞
Bethlehem Steel, "A"	‡...	‡...
Cuba Sugar Cane	39½	40⅝
Central Leather	91⅛	94½
California Petroleum	18	20⅛
Canadian Pacific	160⅝	161
C., M. & St. Paul	68⅝	69⅞
Colo. Fuel & Iron	50½	50
Crucible Steel	81⅝	82⅝
Erie common	25	25
General Electric	154	154½
General Motors (new)	115	114⅞
Great Northern pfd.	104	104
International Nickel	38⅛	39
Inter. Harv., N. J.	‡...	195½
International Paper	34⅞	34⅝
Industrial Alcohol	164½	‡...
Kennecott Copper	43⅝	43⅞
Lehigh Valley Railroad	63	63½
New York Central	88⅝	88⅝
Pennsylvania	52⅛	52¼
Ray Consolidated	28⅛	28⅛
Republic Iron common	91½	91⅞
Reading common	94⅝	94⅝
Southern Pacific	94⅛	94¼
Studebaker	55⅝	56
Texas Oil	187½	189½
United States Rubber	60½	62
Union Pacific	135⅝	136
United States Steel	124¼	125½
Utah	104⅞	105½
Western Union	92⅝	92⅝
Westinghouse	48⅝	48⅞

*Bid †Ex-Dividend ‡Unquoted.

SAN FRANCISCO QUOTATIONS

SAN FRANCISCO, August 3—Following are the opening and closing quotations of sugar and other stocks in the San Francisco market yesterday:

	Opening	Closing
Haw'n Com'l Sugar	47¾	47¾
Hawaiian Sugar Co.	37	37
Honokaa Sugar Co.	8	8
Hutchinson Sugar Co.	25⅝	25⅞
Kilauea Sugar Co.	13	13
Oahu Sugar Co.	28	28
Olaa Sugar Co.	13	13
Onomea Sugar Co.	54½	54½
Paauhau Sugar Co.	22⅝	22⅝
Pioneer Mill Co.	‡...	‡...
Honolulu Plantation	‡...	‡...
Engels Copper	6.38	‡...
Honolulu Oil	4.25	4.30

*Bid. †Ex-Dividend. ‡Unquoted.