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The bank buys and receives for collection bills of exchange, issues Drafts and Letters of Credit, and transacts a general banking business.

The Bank receives Local Deposits and Head Office Deposits for fixed periods.

Local Deposits $25 and upwards for one year at rate of 4% per annum.

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923 Fort Street.

HOW CHALMERS MET HIS DEATH

Fell Over a Pali and Lodged in the Fork of a Tree Near Laupahoehoe Gulch.

Details were received yesterday of the death of Andrew Chalmers, for six years head luna at Laupahoehoe Sugar Company, who was killed last Monday afternoon by his horse falling on him.

Mr. Chalmers had just left the main government road at the entrance of Laupahoehoe Gulch to go over a trail to one of the mauka fields. His horse stumbled and Chalmers reined him up with such suddenness that the animal reared and fell back. Chalmers called to a team luna, Mr. Hutchins, whom he had just left, but the latter did not hear him. After the fall Mr. Chalmers got up to walk back on the trail and evidently fell over a pali, a distance of fifteen feet, lodging in the fork of a tree. Two Porto Ricans passing and glancing up the gulch saw him and went to his assistance and then one of them caught the horse and started toward Laupahoehoe, where he had seen Doctor Irwin. Before reaching the village he met the doctor, who went back with him to Chalmers and rendered all possible assistance. Chalmers was conscious and told of the accident up to the time he went over the pali. Of that he knew nothing as he had probably fainted.

Doctor Irwin made examination and found that all of the ribs on one side were crushed in, whether by the fall from the horse or in going over the pali, he was unable to determine. Chalmers expressed a desire to get home and as soon as a stretcher was brought he was carried to his house in Papaaloa. He was conscious until a few minutes before his death, a little before seven o'clock that night. The remains were taken to Hilo the next day for interment, the Hilo Lodge of Elks and all of the white employes of Laupahoehoe Plantations and the residents of the place as well as the managers of the plantations in the district attending.

Joseph Moragne, brother-in-law of Mr. Chalmers, was in Hilo at the time of the accident and went to the home of Mr. Chalmers on receipt of a message by phone. He accompanied Mrs. Chalmers to Honolulu on the Mauna Kea yesterday and will go with her to Kauai on Monday to visit Mr. Chalmers' sister.

ENGLAND, GERMANY AND UNITED STATES ARE BIG PIN MAKERS

Of brass, iron and steel pins between 15 and 16 tons (2240 pounds to a ton) are made each week in the United Kingdom, says a consular report. In view of the great difference in the size of the pins, which necessarily affects their weight, it is impossible to calculate how many millions of pins are represented in this output, but the number must be almost incalculable.

A great majority of the pins manufactured in the United Kingdom are made in Birmingham by two firms, one of which has been manufacturing pins for over 80 years and the other for about a century. The only other country except the United States which manufactures pins in great quantities is Germany, whose output is said to be about 12 tons per week.

A few steel pins are made in France, and the United States makes an enormous quantity of pins. In view of the prominence of the British pinmaking industry, comparatively few pins are imported into the United Kingdom. These come from Germany, and are of the cheapest grade, but the aggregate is not more than 15 tons a year. The chief pin making countries are the United States, Great Britain, Germany and France.

Of the United Kingdom production, about 25 per cent is exported by the manufacturers, not including pins purchased by merchants, many of whom undoubtedly buy for export. Nine of these go to the United States and France, while other countries take pins in comparatively small quantities.

The pins that are exported to the United States from the United Kingdom come almost exclusively from Birmingham, from the two firms mentioned, and the pins exported from the United Kingdom are almost exclusively pins of the highest grade, and are invoiced at prices as high, or, perhaps, higher than pins of American make, are sold in wholesale quantities in the United States.

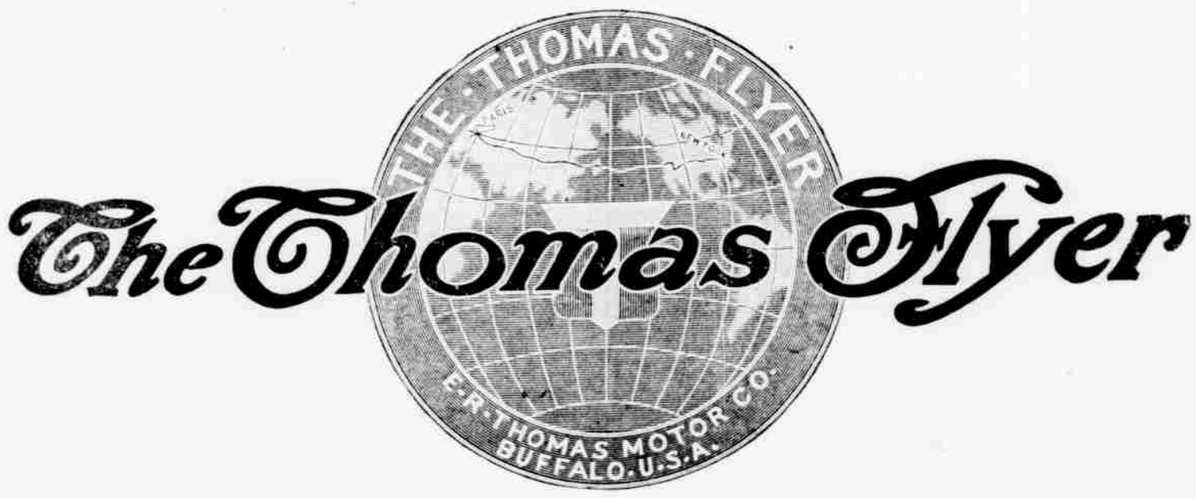
In fact, the American market demands on the average a pin far better than the British market, and one cannot buy in the shops in the United Kingdom as good a quality of pins as in the United States. The German pin, it appears, is not as good as the English pin of the best quality, and ranks about with the American pin, although the color of the German pin is said to be a little better.

FLETCHERIZE.

Cause a man with poor digestion
Vex some cork and empty tacks,
Ask him questions without question,
Give some tripe and sealing wax;
Give of pickles for the quart, six;
Give of crab—an even score,
And when all supplies run short, fix
Still was chance for more.
Did it hurt him? Not a single time;
You may do as he did, too;
Mr. Fletcher had asserted in
Off the version in a few
Chews for oysters, chews the chowder,
Chews the fish and chews the meat,
Chews the smallest crumb of powder,
Chews on everything you get;
Chews baked pie and chews the cherry,
Chews the pudding, chews the sauce,
Chews slow—fast, never hurry;
Chews, for time is only cross.
Chewing's good for what may ill you;
Cures dyspepsia, cures the gout;
Chew and health will prove tail you
While your jaws and teeth hold out.
—Philadelphia Ledger.

Over 80% of the owners of Thomas Flyers previously owned other cars.

They were therefore in a position to judge automobile values—why did they buy



The Thomas Flyer

Because—The Thomas 6-40 "Long Stroke" Flyer

is in a class by itself—it has no competitor.

On account of the wonderful flexibility of its six-cylinder motor and its excessive power, it is not necessary to rush hills or travel fast over bad stretches of road.

Due to its length of wheel base and splendid spring suspension this car rides over the worst roads and hills without discomfort.

It is possible to travel a greater distance in a day's run—you avoid the frequent necessity of slowing down to change gears.

Except for its reserve power, it is practically the same car that thrilled the heart of every true American by winning the 22,000-mile Endurance Contest Around the World.

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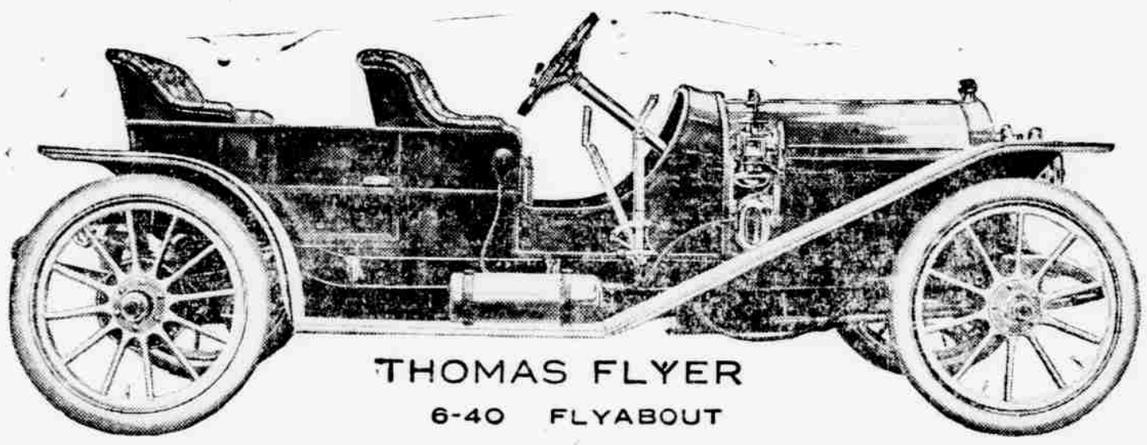

THOMAS FLYER
6-40 FLYABOUT

This car is rated at 40 horse power—it actually develops 60 on test.
Its six-cylinder vibrationless motor has a flexibility which is wonderful—from 2 to 60 miles per hour on high gear.
THE PRICE IS $3,500 f.o.b. factory, with complete equipment, including silk mohair top, folding glass front, speedometer, shock absorbers, acetylene headlights, oil side and tail lamps, horn, robe rail, tire irons, Prest-O-Lite tank and a complete set of tools.

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