

S.S. SIBERIA SINKING OFF FORMOSA, FOREIGN SHIPS GO TO HER RESCUE

(Continued from page one)

at the last moment cancelled their passage to take a liner leaving the port at a later date.

In leaving Honolulu, the Siberia carried 10 cabin passengers with destination at Manila. Among this number were George M. Egan, a prominent insular government official; Howard Long, who expected to join the staff of school teachers at Manila; Lieut. V. C. Reyes of the Philippine Constabulary, and Mr. and Mrs. C. O. Whitaker, returning from an extended vacation on the mainland and to take up their duties with the insular government.

For Hongkong, a dozen travelers had been enrolled as through passengers at the time the Siberia sailed from Honolulu. Among the more prominent were N. Gottlieb, a New York tea merchant who has been a regular visitor to Honolulu for the past 25 years. Mr. and Mrs. Bruce D. Ellis of San Francisco were expecting to leave the liner at Hongkong.

SIBERIA AT NAGASAKI WEDNESDAY.

The Pacific Mail liner Siberia spent last Wednesday at Nagasaki, the last port of call in Japan, if Captain Adrian Zeeder, the master, followed the regular steaming schedule. The vessel is believed to have sailed for Manila, Philippine Islands, direct at a late hour in the afternoon. Pacific Mail skippers are known to follow a course to the eastward of the island of Formosa in steaming to Manila, the call at Hongkong not being made until the return voyage.

That the Siberia went ashore in a heavy fog or squall that are of frequent occurrence off the east coast of Formosa and in the China sea at this season of the year, is the general belief of shipping and maritime men at this port who are familiar with conditions existing in that part of the Far-East.

Captain Adrian Zeeder has grown up in the Pacific Mail service. He has been identified with the navigation and command of steamers for many years. It is said that there are few men in the Pacific who have a better knowledge of the various routes and ports of call than the master of the Siberia.

PIRATES BENT ON LOOT.

If practical bands now swarm the distressed Pacific Mail liner Siberia, they are bent on loot more than the taking of human life. The fate of the Pacific Mail steamer Asia, which went aground at Five Finger Rocks, 400 miles south of Shanghai, about three years ago, is still fresh in the memory of Honoluluans. The Asia plied upon the reef during the early morning. Within a few hours the ship was visited by several hundred Chinese, who, in swift-sailing junks, soon found their way over the side of the vessel, then being fast abandoned by its officers and crew.

At this time not a life was lost, the Chinese devoting their entire time to stripping the Asia of everything of value. Their chief desire appeared to be to denude the machinery of its brass and copper fittings. It was stated at the time that many of the passengers were actually assisted to shore by the so-called pirates.

A cargo valued at about \$1,000,000, it is believed, was placed aboard the Siberia before that vessel sailed from San Francisco. Much of the freight was discharged at Yokohama, Kobe and Nagasaki, leaving the Siberia practically empty in proceeding to the Philippines.

AGENTS RECEIVE EARLY ADVICE.

Through the headquarters of the Pacific Mail at San Francisco, H. Hackfeld & Company received an early cable concerning the disaster that is reported to have befallen the Siberia. The local representatives were inclined to view with doubt the report that the steamer was wrecked through the efforts of pirates. It is pointed out that the early reports must presumably have come through the Reuter news service, which is alleged at times as very unreliable.

The Siberia was due to return to Honolulu on June 8, had the original schedule been followed.

Speaking of the vessel and its stability to resist complete disaster, it was stated today that it was constructed along lines with 10 complete watertight bulkheads to the upper deck and six to the main deck, making 16 in all and thus rendering the vessel practically unsinkable.

The engine room is also enclosed by separate water-tight bulkheads. The Siberia, like its sister ship, the Korea, was built at Newport News and is 524 feet in length, 45 feet in breadth, with a depth of 41 feet 10 inches.

Mrs. Gertrude Payne, identified with the faculty of the state normal school at San Jose, Cal., who remained at Honolulu for some months, leaving the city for the far east in the T. K. K. liner Shinyo Maru, is stated today to have been a passenger in the Pacific Mail liner Siberia from Nagasaki. Mrs. Payne was enroute to Manila, the Siberia being the first vessel departing from Japan for the islands.

THOMAS SQUARE AGAIN ALIVE WITH REAL FAIRIES TO OBSERVE MAY DAY

costumes, set off by chains of beads and feather head dresses. Then, also, there were Japanese, Chinese and Korean girls in native costumes.

A horde of postmen, with regulation caps and mail bags, were, in reality, children from the Palama kindergarten. One of the features of this section were nine little boys and girls in costumes, representing as many nationalities.

Master Robert Strange, son of Harry Strange of Ad Club and other fame, attracted more attention, perhaps, than any other individual in the pageant. Master Harry was dressed as a pirate, a miniature representation of the Ad Club fettle. Armed with a huge cutlass, and with one hand constantly clutching the butt of a huge pistol which reposed in his belt, he paraded along at the head of the section entered by the Waikiki kindergarten.

Miss Sara Pratt, director of this institution, had all of her children in line in costume, and, while they were few in number, nevertheless they played their part with the same enthusiasm displayed by the rest of the children. The Kalihii kindergarten children were dressed as Indians and carried bows and arrows, looking almost ferocious beneath the gaudy red paint which adorned their faces. Warriors of old were represented by the children of the Muriel kindergarten.

One of the prettiest sections was that of the Castle kindergarten. A group of prettily gowned little girls led this section, supporting a bower of real flowers. Following them came Indians and cowboys.

The parade wended its way around the square to a lively tune from the Hawaiian band. Upon the completion of the circle, a halt was called and the kindergartens broke ranks and for an hour afterward romped and played about the square. The Indians pitched their wigwams and retired inside to partake of soda water and cakes, but the rest preferred to dance about the bandstand. From beginning to end the celebration was a success, and nothing unpleasant occurred to mar the beauty of the occasion.

To Miss Frances Lawrence, the kindergarten supervisor, is due considerable credit for the excellent manner in which she handled the affair. All the kindergarten teachers are content with their pupils and their small touches to the pageant in the morning.

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Castle—Miss Ermine Cross, director; Miss Sara Lucas, Miss Dorothy Guild, Miss Dorothy Wood, Miss Dorothy Castle, Miss Elizabeth Kopke, Miss Julia Smith, Miss Helen Dow, Miss Pearl Robinson and Miss Marion Chapin.

Miller—Miss Mary Lucas, director; Miss Lucy Norton, Miss Olga Tranquada and Miss Emily Phillips.

Fort street—Miss Eola Logan, director; Miss Mary Wong, Miss Ida Logaz and Miss En Fung Yap.

Beretania—Miss Harriet Lucas, director; Miss Bertha Kopke, Miss Dolla Pennell, Miss Louisa Beck, Miss Adele Avela and Miss Lizzie Meyers.

Palama—Miss Glenn Jones, director; Miss Emily Barrett, Miss Mary Young, Miss Leihua Ulunahelo and Josephine Richards.

Kaula—Miss Mary von Holt, director; Miss Dallas Zabian, Miss Helen Leandro and Miss Mary Daniels.

Kalihii—Mrs. Norma Adams, director; Miss Emily Lewis and Miss Helen McLean.

Muriel—Miss Gertrude Brown, Miss Anne Gonsalves, Miss Johanna Mendola and Miss Maggie Rawlins.

Waikiki—Miss Sara Pratt.

To Report Vessels at Magellan
The Chilean government has requested that vessels passing through the Straits of Magellan shall report their nationality, name, and official number by means of signals on passing the lighthouses at Dungeness, Punta Delgada, San Isidro, and Los Evangelistas or any other lighthouse on the Straits which may ask for the information. The announcement of the ports of departure and destination are also desirable. The information thus obtained will be kept by the Chilean government for the information of shipowners and others throughout the world. Of late years several steamers notably the German cargo steamer "Acilia" have been reported missing for months.

The Chilean government has no definite knowledge whether the steamer or several other missing ships passed the Straits or not. The reports now asked for would lessen the radius of search for missing vessels, save considerable expense to shipowners, and the Chilean government in its missing vessels. It is hoped that all owners and their captains to their

J. W.
Correspondent
King St.

STAR-BULLETIN
TODAY'S

George R. Carter, who was called for a meeting to form

BUCK TO ENTER PATTERSON IS TO WE SPECIALIZE HAWAIIAN STEAM FOR ALASKA SERVICE

With a capacity for more than 65,000 barrels of oil, the big new Associated Oil Company tanker Frank H. Buck, just completed at the Union Iron Works, and now in commission as an oil carrier between the Pacific stations and a number of ports, is stated to be the largest vessel of its kind in the Hawaiian Islands. The vessel is of much larger tonnage than the steamers J. A. Chanslor or the W. F. Herrin at present engaged in the business of transporting oil from California to Honolulu and Kahului.

The Frank H. Buck steamed over a series of trial courses recently and is said to have come up in the highest expectations of her builders. Every requirement of the insurance underwriters has been met in this steamer according to the favorable reports received in this city. The Frank H. Buck is rated as a 14,000-ton steamer. Its construction has now been followed by orders for a vessel of similar design and tonnage to be turned over in the Union Oil Company within a year.

The constant increasing demand for oil at the island ports is said necessitates additional steamers in the service.

It was announced today that the Barneson of the Union Oil Company is expected soon to reach San Francisco on its maiden trip from New-castle-on-Tyne. The Barneson, named after the president of the company, Captain John Barneson, has a capacity of 65,000 barrels of oil. The ship is in command of Captain Shotton. The La Habra, chartered by the Union company, is expected to arrive in a couple of months from England. This vessel will also have a carrying capacity of 65,000 barrels, as will the Lompoc, which will be finished in June. The company has eight new tankers off the ways and the total cost of the fleet is in the neighborhood of \$4,000,000.

The Standard Oil Company has also been engaged in carrying large amounts of oil and increasing its fleet of tankers. It is estimated that the present capacity of the Standard fleet can easily be placed at 421,150 barrels. The company has the J. A. Moffatt under construction.

STEAMER MAUI TO PEARL HARBOR

The initial appearance of an inter-island steamer with cargo at Pearl Harbor will follow the return of the Maui from an island port with 6000 tons of sugar, which are destined to be transferred to the big American ship John Ena, now at the naval station, where the last of 1000 tons of builders' sand, and 3500 tons of east coast coal have been discharged.

The John Ena, representing the last of a one-time mighty fleet of American windjammers that traded throughout the Pacific and the Atlantic, is to take on sugar for New York or Philadelphia.

The Maui is bringing about 10,000 sacks of the product that will serve as ballast and steady the ship while it is being towed to Hilo to receive the remainder of a shipment of 4500 tons of sugar.

It is of more than passing interest to officers and members of the Maui crew to assist in bringing the vessel to the naval station, as it was from Fort Kamehameha that the report of the complete disaster to the Maui was sent forth some weeks ago.

Local Notice to Mariners.—Maui Island, northwest shore—Hawaia Point light, previously reported extinguished, was relighted April 30, 1914. By order of the commissioner of lighthouses, A. E. Arledge, inspector, 19th lighthouse district.

PASSENGERS EXPECTED

Per M. N. S. Matsonia, for Hilo—G. W. Weight, Miss N. Miller, Sam Williams, Mrs. J. C. Austin, Miss I. G. Flathy, C. A. Bahke, Mr. and Mrs. H. Miller, Mrs. Hansen, Miss Hansen, E. A. C. Long, William Williamson, Chas. A. Row, Mrs. E. Low and nurse, Miss A. Cannon, A. W. Bottomley, Mr. and Mrs. E. J. Reed, J. W. Wilkin, Miss W. I. Haywood, J. H. Shearman, Miss M. J. Presscott, Mr. and Mrs. K. D. Warner, Miss F. M. Cronemiller, Miss Hefferman, R. Barry, W. H. C. Campbell, Mrs. A. B. Park, Dr. Anna M. Shuman, A. P. Wilkin, Mr. and Mrs. N. Shuman, Mrs. Wm. Cullen and two children, A. F. Gemis, A. B. Gregg, A. J. Wilson, Mrs. Wilson, Miss Park, Miss G. Wilson, Mrs. A. Barry.

KEEPS RUST FROM TOOLS.

To keep iron and steel goods from rust, states the Mechanical World, dissolve half an ounce of camphor in one pound of hog's lard; take off the scum, mix as much black lead as will give the mixture an iron color. Iron and steel goods rubbed over with this mixture and left with it on twenty-four hours, and then dried with a linen cloth, will keep clean for months.

"My wife is the most jealous individual in the world. Only the other day a colored man passed us on the street and she was so excited on his looks that she called out to him and told him to get out of here. George R. Carter, who was called for a meeting to form

The United States coast and geodetic survey steamer Patterson which has remained in island waters for the past four months is to steam for the north Pacific coast this afternoon, the work of surveying and charting the coast line of a portion of the island of Maui, Moloai and Hawaii having been completed for the season. Officers with the coast and geodetic survey service have taken a large number of soundings in the waters of these islands.

The Patterson is to proceed to Puget Sound there to receive some repairs and take on supplies sufficient to last during the summer months. There has been much activity on board the steamer within the last few days. Coal and provisions have been supplied as the steamer lay at a berth at pier 5.

From the coast comes word that the government revenue service and patrol boats are making ready to put into the waters of the far north in the course of their annual spring and summer patrol duty. The Bear, which will have the most northerly station this year, will be the first to get away, and will go as far north as Point Barrow, the most northerly point of Alaska.

The Unalga was to sail April 20 direct to Unimak Pass, to be in readiness to render assistance to the advance passenger boats heading into the north. The cutter Tahama will leave Seattle May 4 and will cruise about in the Alaskan waters. All three of the government boats will carry a large amount of mail into the north which has been accumulating during the winter months.

HARBOR NOTES

For Hilo, the Matson liner Matsonia sailed last evening taking 50 passengers. This vessel will receive more than 2000 tons of sugar and is expected to return to Honolulu on Sunday morning.

Unless orders to the contrary are received the American-Hawaiian freighter Arizona now here with general cargo from the east and west coast of the United States will be dispatched with 12,000 tons of sugar for New York direct by the way of Magellan Straits.

In sailing direct from San Francisco to Honolulu, the Matson Navigation freighter Hyades is expected to arrive at this port about May 8. Freight that has accumulated at the Sound at the Matson wharves will be brought to the islands in the next trip of the steamer Honolulu.

In sailing from New York for the Hawaiian Islands, the American-Hawaiian freighter Pennsylvania has been ordered to call at Key West, Florida, to await instructions regarding the remainder of the voyage. The vessel is believed to be sent into the Pacific by the way of Magellan Straits.

Latest advices place the time of arrival of the Toyo, Kisen Kaisha steamer Selyo Maru at Honolulu about May 6. The vessel will not enter this harbor but immediately proceed to Hilo where 325 tons of Oriental cargo will be discharged. A delegation of federal customs officers will accompany the vessel to the Hawaii port.

Protest at Tonak Tax.
Japanese steamship owners have combined in making a representation to the government on the subject of the imposition of tonnage dues on vessels registered at Dalren. It appears that the government proposes to make the tax 30 sen per ton gross. One shipowner's union has asked for it to be reduced to 15 sen per net ton, while another group has suggested that if a tax must be imposed at all it should be 30 sen per net ton instead of gross ton.

HE LOST HIS GRIP

THROUGH NOT GIVING AN ORDER FOR THE REMOVAL OF HIS BAGGAGE TO US. WE KNOW OUR BUSINESS.

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Facts About the Canal

Time required to go through the canal, from ten to twelve hours. Freight will be charged \$1.20 a ton; passengers are free.

American coastwise ships may pass through free of all charges. The canal will save 8000 miles between New York and San Francisco. New York is brought 5000 miles nearer to Valparaiso and the west coast of South America.

Our Atlantic seaports are 4000 miles nearer Australia. The distance to the Philippine Islands is not materially reduced. Bulk products like wheat, lumber, minerals, wool, hides and wines will get lower freight rates through the canal from Pacific ports.

Eastern machinery, textiles, manufactures and finished products will enjoy cheaper rates to Pacific ports. Staple products of the south—cotton, iron, coal lumber and ship supplies—will have similar advantage to the Orient and Pacific ports.

Immigration will be deflected in large numbers from New York to Pacific ports. The cost of operating the canal will exceed \$4,000,000 annually. About 25,000 persons will be required.

To pay interest on the investment and operating expenses approximately \$15,000,000 revenue per annum will be needed. Traffic experts estimate that for the first few years the average annual tonnage will be 10,000,000, not enough at the \$1.20 rate to make the canal self supporting.

The rates charged vessels are the same as those at Suez. The government will monopolize the business of supplying coal and provisions and operating repair facilities.

Great drydocks, wharves, warehouses, repair shops and other facilities to cost \$20,000,000 are under construction. All permanent buildings will be of the Italian Renaissance style of architecture. The route of the canal will be beautified with trees, etc.

Storage for 450,000 tons of coal, maximum capacity, is provided. Oil, 160,000 barrels. Monster 270-ton floating cranes will handle wrecks or accidents in the canal or locks.

War ships of all nations may pass through the canal, but cannot linger more than twenty-four hours at either end in time of war. The Interstate Commerce Commission has jurisdiction over canal traffic.—William R. Scott in Leslie's.

A Unique Craft.
A steamship of uncommon interest was launched at Sunderland. She is to be employed in the transportation of oil, and her power will be derived from that which she carries. At the launching ceremony the vessel was christened the Teutonian. The Teutonian, which is 339 feet in length, with a breadth of over 50 feet, is divided into 14 compartments, and is provided with two cofferdams, to enable three grades of oil to be carried. This boat will be used to convey "Shell" fuel oil to the United Kingdom from the East. The tanks are of the regulation size, and comply in every respect with the Suez Canal requirements. The engines and boilers have been built by Messrs. Dickenson, the former being the latest, triple-expansion type, and a speed of 11 knots an hour can be maintained when the vessel is fully loaded. The boilers are fitted for burning oil fuel.

All the latest auxiliary machinery has been installed, and the cargo weight is 6750 tons, which can be discharged at the rate of 500 tons per hour. In the accommodation for both officers and men the newest ideas have been incorporated.

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Jordan's

The Panama-Pacific International exposition from Sep. 20 to 25, 1915, will be the meeting place of the largest body of distinguished engineers ever assembled in one place and Colonel George W. Bethals will preside over the international engineering congress. As Colonel Goethals will be the hero of the achievement which the exposition is to commemorate this meeting will be one of the most important of the probable 200 that will be held in San Francisco in the time of the exposition.

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