S. S. KILAUEA ARRIVES

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the beautiful appointed dining saloon, staterooms and apartments assigned to the master, purser and directors of the company.

"She's a splendid sea boat," was the cheery greeting from President and General Manager J. A. Kennedy, who accompanied the Kilauea on the maiden voyage from San Francisco and the yards of the Union Iron Works. "We struck a gale and a heavy swell soon after leaving Golden Gate and then went a little to the southward to find better weather.

"On Friday of last week the Kilauea again was given an opportunity of demonstrating her superior seaworthy qualifications as the winds came from the Southeast and more long and heavy swells were encountered."

President Kennedy was enthusiastic in his praise of the many good points in the latest addition to the Inter-Island fleet.

"We passed the Lurline early Friday morning," stated Captain 'Dad' Freeman in response to a hearty welcome given him on his return from a three months' absence on the coast. "They sent up a few lights and it is strange that they did not try to report us through wireless.

"The Tenyo Maru was met about six o'clock on Sunday morning. The Kilauea easily turned fourteen knots on a portion of the voyage and our time down from San Francisco was made in six days and sixteen hours."

"Purser" Kennedy occupied the handsome and commodious director room on the upper deck. As the vessel carried no passengers, other "officers" stowed themselves away in the fine array of cabins and had room galore.

Charlie Lynch, of the Mauna Kea, served as chief engineer and he is justly proud of the machinery and especially so with the greatly improved oil burning apparatus installed in the Kilauea.

The Kilauea was off the harbor before six o'clock this morning. The vessel awaited the visits from the Federal quarantine, customs and immigration officers. Then followed a hitch in the winches which raise the anchors. This difficulty caused a delay of about an hour in the new steamer's appearance at the wharf.

There are nearly one thousand tons general cargo stowed away in the hold of the vessel and as a consequence the Kilauea steamed through the channel setting low in the water.

FEATURES OF THE NEW KILAUEA

- Length over all, 252 ft. 3 in.
- Breadth, 36 ft.
- Depth, molded, 19 ft.
- Mean draft of water, 16 ft.
- Displacement, 2200 tons.
- Speed, 13 knots.
- Fuel oil capacity (tons), 170.
- Dead weight capacity (tons), 1000.
- Steaming radius at ten knots, 3000.
- Four-cylinder triple-expansion engines, supplied with steam from four Scotch boilers, driving a four-blade propeller of 12-foot diameter at 140 revolutions.
- Cabins and dining saloon fitted in beautiful hardwoods, with all latest appliances.
- Thirty-four staterooms, each with two enameled berths and a settee.
- Five decks are provided.
- Vessel has a double bottom, space under engines arranged to carry fuel oil.
- Has room set aside for directors.
- Dining room on saloon deck—a feature much appreciated by travelers.
- Fresh water tanks hold 2000 gallons.
- Electric lighted throughout, with powerful searchlight on bridge.
- Each boiler has 312 2½-inch tubes.
- Each furnace fitted with Dahl oil burner.

The vessel has a decidedly rakish sheer to her bow.

Trailing after the Kilauea steamed the Mauna Loa, the old reliable liner which for years has been a familiar figure in the Kona and Kau trade.

The appearance of the two steamers, the new and the old formed a striking contrast to the assembled crowd of interested spectators who lined the wharves.

There is considerable work to be done towards making the new steamer presentable for her regular traffic on the Kona and Kau run, before going into commission. It is the present plan to dispatch the vessel for windward Hawaii ports on Tuesday, December 12th.

The vessel is supplied with every accessory and auxiliary usually fitted on vessels of her class, such as electric lights, steam steering gear, steam windlass, steam winches, oil-burning system, double bottom with capacity for carrying sufficient oil fuel to permit of going to San Francisco for repairs and overhauling.

The cabins, dining saloon, social hall and smoking room are handsomely fitted up and present a most pleasing appearance. The hardwood and upholstery for finishing these rooms have been selected with the greatest care to produce harmonious effect.

Each of the thirty-four staterooms has two metal enamel berths and one transom, which can be converted into an additional berth when required. Special attention has also been given to the officers' and crews' quarters, with a view to making them roomy and comfortable in a tropical climate.

The Kilauea has a straight stem and elliptical stern, flat keel, and is to be rigged as a fore-and-aft leg-of-mutton schooner, the fore and main masts to have two ordinary cargo derricks on the after side. The fore mast is to have an additional twenty-ton derrick.

The decks, five in number, are named shade deck, bridge deck, saloon deck, main deck and lower deck.

The double bottom extends from frame 160 to frame 31, with a center line oil and water-tight keelson, the space under the engine and forehold being arranged to carry liquid fuel. The tank under the boilers is fitted to carry fresh water.

On the bridge deck are the pilot house, captain's room, two rooms for officers, directors' room and smoking room, with bar, water closet and trunk to engine room.

On the saloon deck are the dining room, pantry, two men's toilets and lavatory, two women's toilets, two companions to shade deck, one companion to main deck, two ladders forward to main deck, steam winch aft, hatch to after hold, grating over tiller, four settee seats and twenty-two staterooms and purser's room.

The main deck will have quarters for crew forward, lamp room, pot room, crew's toilet, crew's shower, hatch to fore and after holds, two steam winches, quartermasters' room, boatswain's room, eleven first-class staterooms, galley, mess room, steward's room, rooms for freight clerk, oils, water tenders, engineers, cooks and waiters, mail room, spare room, ladies' toilet, steward's stores, two toilets and bath for officers, men's toilet, ice houses, steerage quarters, hatch to after 'tween decks, steam capstan, six pairs of bitts, one heavy bitt, stern chock, room for firemen, and two lavatories for steerage, three men's toilets and one women's toilet.

Fresh water tanks with capacity of 2000 gallons are located at after end of fore 'tween decks.

The vessel is electrically lighted and has a searchlight on top of the pilot house. The generator sets consist of two fifteen k. w. dynamos, designed for 110 volts, with vertical single cylinder high pressure engine, direct connected.

The main engines consist of one set of four-cylinder triple-expansion engines, with cylinders 25-41-48 inches and 48 inches diameter and 39 inches stroke.

Steam is supplied by four single-end Scotch marine type boilers, fired from fore and aft in one fire room. Each boiler contains three Morison suspension furnaces. The boilers are 12 feet 3 inches diameter and 11 feet long; the furnaces are 34 inches diameter. Each boiler has 312 2½-inch tubes.

These boilers were designed for a working pressure of 180 pounds per square inch. The shells are in two lengths and one course circumferentially.

Each furnace is fitted with one Dahl oil burner.

ROSTER OF CRUISER FLEET

(Continued from Page 1)

medical officers. Passed Asst. Surgeon C. L. Munger, junior medical officer; Paymaster J. S. Beecher, pay officer; First Lieut. R. E. Rowell, marine officer; Boatswain W. R. Buechner, Gunners W. McEvoy and W. Crotlin, Machinists H. Huber and E. W. Dobie, Carpenter H. Duthie; Pay Clerks H. H. Mack (fleet), C. A. Gibbons, G. Machado.

South Dakota.

Officers of the U. S. S. South Dakota—Capt. F. M. Bennett, commanding; Lieut.-Comdr. Chester Wells, executive officer; Lieut.-Comdr. L. R. Sargent, navigator; Lieut.-Comdr. D. W. Bartsbaugh, Lieuts. W. V. Tomb, W. A. Glassford Jr., A. S. Rees (junior grade); Ensigns J. F. Cox, M. C. Bowman, F. D. Pryor, O. C. Green, E. W. Todd, E. H. Conners; Midshipmen W. E. Brown, C. L. Weyler, F. H. Kelly, J. H. Taylor, S. W. King, H. S. Hallsip, J. L. Neilson, D. S. McQuarrie, D. B. Hawley; Passed Asst. Surgeon E. O. T. Eytinge, medical officer; Passed Asst. Surgeon A. B. Howard, medical officer; Passed Assistant Paymaster E. R. Wilson Jr., pay officer; Boatswain William De Fries, Gunner E. Swason; Machinists R. G. Greenleaf, W. H. Lenz, George Growney; Carpenter M. H. Sayler, Pay Clerk A. C. Zozlowski.

West Virginia.

Officers of U. S. S. West Virginia—Rear-Admiral W. H. Southerland, commander of second division of fleet; Capt. Alexander Halstead, commanding; Lieut.-Comdr. L. J. James, Lieut.-Comdr. H. Williams, Lieut. J. B. Gray, Lieut. J. S. Woods (junior grade); Ensigns F. L. Reichmuth, S. A. Taffinger, J. B. Goldman, W. P. Beechler, C. A. Dunn, George W. Kenyon, R. K. Turner; Midshipmen O. N. Hustvedt, J. T. Smith, H. T. Train, A. K. Edie, E. E. Johnson, E. L. Gunther, J. A. Logan, D. O. Thomas, H. B. Gilbert; Passed Asst. Surgeon F. A. Abaken, medical officer; Asst. Surgeon Ray Cuthbertson, medical officer; Paymaster John Irwin Jr., pay officer; Boatswain B. Schumacker, Chief Gunner E. Kellenberger, Gunner D. P. Henderson; Machinists R. P. Ford, G. J. Lovett, E. F. Holmes, C. H. Markham, J. C. Parker; Carpenter R. R. Clarke.

Colorado.

Officers of U. S. S. Colorado—Capt. William A. Gill, commanding; Lieut.-Comdr. Thomas S. Wilson, executive officer; Lieut.-Comdr. C. S. Barnes; Ensigns H. Allen, W. W. Lorchbaugh, E. B. Woodworth, Charles G. Davy, R. B. Horner, C. C. Baughman, Frank J. Wille, W. F. Greesman, O. S. A. Botsford; Midshipmen W. W. Wadell, C. C. Gillette, R. C. Coman, T. N. Alford, P. H. Marbin, R. E. Bell, H. P. Berry, M. A. Mitscher; Surgeon C. P. Barg, medical officer; Asst. Surgeon A. B. Hayward, assistant medical officer; Paymaster G. P. Dyer, pay officer; Lieut. W. A. McNell, U. S. Marine Corps, marine officer; Boatswain I. Nordstrom; Gunner C. W. A. Campbell, Joseph Chamberlain; Chief Machinists A. P. Smith, M. A. Thormalen; Machinist Charles Dunn, Chief Carpenter William O'Neil.

Maryland

Captain John M. Ellicott, commanding; Lieutenant-Commander Chas. J. Lang, Lieutenant-Commander Lloyd S. Shapley, Lituenant-Commander Ralph E. Poe, Lieutenant Wm. L. Calhoun, Lieutenant (J. G.) Harry L. Pence, Lieutenant (J. G.) Frank N. Eklund, Lieutenant (J. G.) Claude A. Bonvillian, Ensigns W. C. I. Stiles, Charles W. Crosse, Richard W. Wuest, Midshipmen H. W. Underwood, F. C. Sherman, J. T. Alexander, T. A. Parker, Harry W. Hill, Norman L. Kirk, Merritt Hodson, John W. Gates, Charles G. McCord, W. E. Baughman, P. A. Surgeon Eugene A. Vickery, P. A. Surgeon Wm Chambers, Paymaster E. C. Tobey, Chaplain Arthur W. Stone, Captain of Marines Chandler Campbell, Boatswain Wm. G. A. Schwerin, Gunner Henry McEvoy, Gunner John K. Thompson, Machinist Frank R. Baker, Machinist Frederick F. Krainek, Machinist Edwin W. Abel, Chief Carpenter Clayton P. Hand.

Launch Kaena Gaily Decorated.

Supervisor Eben Low, the owner of the steamer Kaena caused that vessel to fly a lot of gay bunting this morning in honor of the return of Judge and Mrs. S. B. Dole. The Kaena proceeded to sea and steamed ahead of the Matson Navigation liner Wilhelmina upon which the well-known residents were passengers from San Francisco.

A woman always fears she won't be in time for the bargain sale.

CLEGHORN-HOUGH WEDDING OF NOTE

The San Francisco Call publishes the following account of the wedding of Percy T. P. Cleghorn and Miss Helen Hough, who arrived on the Wilhelmina this morning:

STOCKTON, Cal., Nov. 15.—Percy Thomas Poditch Cleghorn and Miss Helen Hough were married at St. John's Episcopal church tonight.

The bride is the daughter of Mr. and Mrs. James H. Hough, one of Stockton's best-known families. Hough is cashier of the First National Bank of this city. The bridegroom is the son of Mrs. L. J. Cleghorn of Honolulu.

The wedding was an elaborate affair. The church never looked more beautiful. Miss Lanette Hough, sister of the bride, was maid of honor. Lieutenant H. Vaughn of the coast artillery, a resident of Honolulu, was the best man. The bridesmaids were Elinor Franklin, Elenor Young, Thelma Hurrle and Lenore Hoeck of Berkeley.

J. E. Henry of Templeton, J. O. Miller of Stanford, J. D. Ewing, Edward Bradbury, Asa Clark and Arthur Ross were ushers.

Full choral service was rendered. "Father of Love" was sung as the bridal party proceeded down the church aisle. After the ceremony "O, Love Divine" was rendered. The service was performed by Bishop Nichols, assisted by Rev. W. T. Renison, rector of St. John's church.

The wedding reception was held at The Stockton. Mrs. Cleghorn is a beautiful young woman and has numerous accomplishments. The couple will reside in Honolulu.

John Huhu, a former trusty who was recently released from jail, was this morning handed down a sentence of nine months' imprisonment by Police Judge Monsarrat. He was arrested by Chief McDuffie for stealing two dresses and two pair of corsets from the Bijou.

According to Chief McDuffie, it seemed that Huhu has been visiting in the Bijou lately, where he stole the articles from some of the actresses. The matter was reported to McDuffie, who, upon investigating the latter's house, found the missing articles. Huhu was arrested last night, and this morning he appeared in police court where Judge Monsarrat sentenced him to nine months' imprisonment.

It takes a pretty bright person to tell when the silly season opens and closes.

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MAY OPEN NEW BIDS FRIDAY

The bids for the renovation of the judiciary building are to be opened Friday next if Superintendent of Public Works Marston Campbell does not go to Hilo on Thursday night by the steamer Wilhelmina.

He plans to leave for the Big City by the Wilhelmina but does not yet know when she will go. "If she goes Thursday night," he said this morning, "then I will postpone the opening of the bids until I come back again. If she goes Friday night, however, I will open them before I go."

Campbell goes down with Secretary E. A. Mott-Smith and possibly Dr. George W. McCoy, although there is nothing definite settled about him yet. The party will look to the cleaning up of Hilo and the placing of the city in a thoroughly sanitary condition. Campbell expects to get back again before the rest of the party.

Out in Washington an optimist aged 103 years has just married his sixth wife.

The Meat of the Subject

Is what it will cost me to build my house. You can figure to a penny in

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