

Masonic Temple Weekly Calendar MONDAY: Honolulu—Stated. TUESDAY: Honolulu Commandery—Order of the Temple. WEDNESDAY: Hawaiian—Third Degree. THURSDAY: Honolulu Chapter—Mark Master. FRIDAY: Harmony Chapter No. 1, O. E. S.—Regular. All visiting members of the Order are cordially invited to attend meetings of local lodges.

MEET ON THE 2ND AND 4TH MONDAYS OF EACH MONTH AT 7:30 P. M. MARINE ENGINEERS' OFFICIAL ASSOCIATION. WM. MCKINLEY LODGE, NO. 8, K. of P.

Meets every 2nd and 4th Saturday evening at 7:30 o'clock in K. of P. Hall, cor. Fort and Beretania. Visiting brothers cordially invited to attend. A. F. GERTZ, C. C. P. F. KELHELY, K. R. S.

Meets every first and third Friday at 7:30 o'clock, Pashan Hall, corner Beretania and Fort streets. Visiting brothers cordially invited to attend. S. DECKEL, C. C. O. HEINE, K. of R. & S.

HONOLULU LODGE NO. 616, B. P. O. E. Honolulul Lodge No. 616, B. P. O. E. meets in their hall, on King St., near Fort, every Friday evening. Visiting Brothers are cordially invited to attend. D. P. R. ISENBERG, E. R. GEO. T. KLEUGEL, Sec.

HAWAIIAN TRIBE NO. 1, I. O. R. M. Meets every first and third Tuesday of each month in Fraternity Hall, 1, O. O. F. building. Visiting brothers cordially invited to attend. HENRY A. ASCH, Sachem. LOUIS A. PERRY, C. of R.

HONOLULU ARIE 110, F. O. E. Meets on second and fourth Wednesday evening of each month at 7:30 o'clock, in San Antonio Hall, Vineyard street, near Emma. Visiting brothers are invited to attend. P. HIGGINS, W. P. WM. C. MCCOY, Secy.

HONOLULU LODGE NO. 800, L. O. O. F. will meet in Odd Fellows' building, Fort street, near King, Thursday evening, February 15, 1912, at 7:30 o'clock. Visiting brothers cordially invited to attend. AMIROSE J. WITZ, Dictator. E. A. JACKSON, Secretary. 5156-4d

SPIRITUALISTS, ATTENTION! Edward Earle, the noted Psychic of San Francisco, who for over twenty years has been prominently identified with the Spiritualists' societies of America, is in Honolulu and will demonstrate psychic phenomena, etc. Spiritual advice on all matters given. Daily 10 to 4; evenings by appointment. Telephone 2913 or at residence, 782 Kinua street. Grand Seance every Thursday Eve., 8 o'clock. 5996-1f

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City Transfer Co. JAS. H. LOVE FURNITURE MOVERS Shipping ATTEMPT MADE TO HOLD PILOT RESPONSIBLE FOR COLLISION

Plates Buckled and Tail Shaft Bent In American-Hawaiian Freighter Virginian—Mexican Bringing Animals for Uncle Sam—Big Shipments of Feed and Forage Coming Down to the Islands—Helene Away for Hawaii—Cleveland to Be Given Musical Send-off This Evening.

Photos in charge of the American-Hawaiian freighter Virginian and the British steamship Strathalbyn, which met in collision with damage to both vessels, are predicted may be held responsible for the accident, according to a report received here yesterday with the arrival of the German steamer Cleveland.

A peculiar condition obtains with reference to the Strathalbyn-Virginian collision, and according to some of the maritime lawyers the United States Marine Inspectors cannot make findings, as it is claimed the pilot of each vessel was outside the jurisdiction of the board. It is pointed out that the stipulation of the statute which would seem to exclude the Virginian is in Section 491, reading in part as follows: "Every coastwise sailing steam vessel subject to the navigation laws of the United States, and to the rules and regulations thereof, not sailing under register, shall when under way, except on the high seas, be under the control and direction of pilots licensed by the inspectors of steamboats." Thus it appears that pilots licensed by the government shall control all coastwise vessels not under register. Inasmuch as the Virginian is under register it cannot apply, according to strict application of the principle. The only possible means of holding the pilot, it would appear, would be under the State law, which is entirely out of the Federal jurisdiction.

From notices received here, the American-Hawaiian Virginian is undergoing repairs at Seattle, having had a number of her plates removed. It was found that a number of the plates beneath the waterline had buckled. These will be repaired and others renewed. A bent tail-shaft has also been repaired. The Virginian is to go into commission in time to take up the regular schedule, according to information received by General Freight Agent C. P. Morse.

Southern California Hears of Hawaii's Volcano. Down in Southern California the fame of Hawaii's volcano has been spread broadcast through the efforts of the promotion interests. In the columns of a Riverside newspaper the special extensions to Kilauea, offered by the Inter-Island Steam Navigation Company, have received mention. Southern California residents are informed that the Mauna Kea will be reserved for excursionists and that the trip to Pele's shrine is one that will never be forgotten.

More Staterooms for the Mariposa. Extensive alterations are planned for the erstwhile Oceanic liner Mariposa, beloved of Honoluluans, and now transferred to the ownership of the Alaska Steamship Company and soon to enter a northern run. At the departure of the Hamburg-American liner Cleveland from San Francisco for Honolulu, the announcement was made that the Mariposa was to go into the shipyards for a general over-

hauling which will include the installation of a number of additional staterooms. One at least of these alterations is indicative in the difference between the trade she had been applied to when running to the tropical islands in the South Seas or Honolulu and that which she is about to enter in subarctic latitudes, that is, the alterations to her cabin doors, which will be rebuilt to open aft instead of forward. In addition to having doors rebuilt, the Mariposa's hatches will be enlarged to facilitate movement of oranges, which this season are expected to play a highly important part in Alaska trade.

Bands Will Speed Cleveland Away. Music from several bands will speed the big Hamburg-American liner Cleveland away for Japan ports and the cruise around the world. Five hundred or more trippers will be treated to an enthusiastic farewell when the excursion steamer pulls away from Alaka wharf at 5 o'clock this evening. The Cleveland possesses a musical organization of no mean ability. The Territorial band will also be present and the musicians from the United States cruiser West Virginia might be counted upon for a parting melodious salute. Some lines of provisions have been supplied the Cleveland during the 26-hour stay at this port. The Cleveland is due to arrive at Yokohama on Feb. 26th and will leave her last port of call in the Nippon on March 11th. The Cleveland will not call at Shanghai.

Mexican Brings Mounts for Uncle Sam. Uncle Sam's soldiers in Hawaii will receive a number of fine mounts with the arrival of the American-Hawaiian freighter Mexican, according to news received here yesterday afternoon. On the deck of the Mexican, now leaving the islands, are forty-eight mules and three horses for Schofield Barracks. There are also 110 tons of oats and 500 tons of hay for the Government. The vessel's cargo consists of about 5,000 tons from the Sound, 3,000 tons of which were loaded at Tacoma. The cargo includes shipments originally intended for the Virginian and the Hyades.

Pelphs Ready for Sea. The last of five thousand four hundred tons sugar is going into the American ship Erskine M. Phelps today and that vessel is believed will be ready for sea tomorrow. The Phelps is destined for the east coast of the United States and will proceed around the Horn to Delaware Breakwater, there to await orders concerning her destination.

Kauai Sugar. Purser Logan of the Inter-Island steamer W. G. Hall reports the following sugars awaiting shipment on Kauai: M. A. K. 35,541, G. & R. 28, 809, McB. 29,192, K. S. M. 6,990, V. K. 12,501, K. P. 12,944, K. S. Co. 8,000, L. P. 14,859.

ASK ME FOR ESTIMATES ON ARTESIAN WELL DRILLING Constructing Contractor P. M. POND, Telephone 2899

TIDES—SUN AND MOON Table with columns for Date, High Tide, Low Tide, Sun, Moon, etc.

WEATHER TODAY Temperatures—6 a. m., 67; 8 a. m., 72; 10 a. m., 73; noon, 77; morning minimum, 66. Barometer, 8 a. m., 30.14; absolute humidity, 8 a. m., 6.551 grains per cubic foot; relative humidity, 8 a. m., 77 per cent; dew point, 8 a. m., 64. Wind—6 a. m., velocity 4, direction N. E.; 8 a. m., velocity 1, direction N. E.; 10 a. m., velocity 6, direction W. E.; noon, velocity 8, direction S. E. Rainfall during 24 hours ended 8 a. m., 0 inch. Total wind movement during 24 hours ended at noon, 165 miles.

Lurline Due This Afternoon. The Lurline of the Matson Navigation line is due to arrive alongside Hackfeld wharf on or about 3 o'clock this afternoon with 72 passengers, including Delegate Kuhio, Charles L. Knapp, a wealthy mainland business man, who has been mentioned as a possible successor to Collector Stackpole at this port.

The Lurline has been meeting with some rough weather which is understood to have damaged her wireless installation. The Lurline will leave 2:30 tons freight here, including 17 automobiles for local importers, and to discharge 400 tons additional cargo. The steamer brings 114 sacks later mainland mails and 126 packages Wells-Eargo express matter.

Shipping Quiet at Hilo. There isn't a great deal stirring in Hilo shipping circles these days, according to reports brought by the arrival of the Claudine this morning. The American schooner Camano is still a visitor at the Hawaii metropolis and represents the sole survivor of deep-sea shipping in that port. This vessel is discharging lumber. Purser Kibling reports the American-Hawaiian freighter Missouriian taking on sugar and discharging freight at Kahu-lu. The Claudine brought a small cargo including crates of porkers, 15 cords of wood, 18 crates pineapples, 27 crates chickens, and 196 packages sundries.

The vessel met with smooth seas and light and favorable winds on the round trip. China Has Room for Forty. Forty passengers from this port to San Francisco can be accommodated in the Pacific Mail liner China, which is due to sail from Honolulu on the morning of February 22nd. A cable received at the agency of H. Hackfeld & Co. yesterday afternoon is to the effect that the China sailed from Yokohama with seven hundred tons of cargo for discharge at Honolulu. The vessel should arrive here on the morning of February 22nd in ample time for her passengers to witness the Floral Parade. Captain Rice will probably be advised of the date of the festival and an attempt will be made to bring the steamer into port on time.

Prometheus Has Been Delayed. The British steamship Prometheus, with a large consignment of phosphate rock from Ocean Island, which was expected to reach Honolulu on or about Saturday, has been delayed in departure from the south seas. According to advices received at the agency of T. H. Davies & Co. yesterday afternoon, that vessel will not arrive here much before the last of this month. The Prometheus is one of fifty or more steamships operated in the Blue Funnel service, known to shipping circles all over the world.

Well-Known Windjammers Collide. SEATTLE, Jan. 31. — Saturday, the 6-mast barkentine Everett G. Griggs completed repairs as a result of her collision with the 4-mast schooner A. F. Coats. She will now load 2,250,000 feet of lumber for Sydney, N. S. W. While at the Hefferman plant the Griggs had her bulwarks repaired by the yard force, meanwhile having renewed the rigging on the mizzen mast, jigger mast and drivemast, in addition to providing a new suit of sails, blocks and tackle.

Mikahala on Special Trip. The Inter-Island steamer Mikahala will be dispatched this evening on a special trip to Kauai ports, taking shipments of coal, lumber and cement. This vessel has just left the marine railway and will on return resume her regular run to Molokai and Maui ports of call.

Hall Loading for Kauai Ports. The Hall of the Inter-Island fleet is taking on cargo and plantation supplies for Kauai ports, and that vessel has been placed on the berth for dispatch to the Garden Island at 5 o'clock tomorrow evening, taking freight, passengers and mails.

HARBOR DREDGE WORK MEETING SOME SET-BACKS The Standard American Dredging Co. is meeting with difficulties in the dredging of the Honolulu harbor channel, which was commenced a short time ago. There is no new dredging to be done, and the big turbine has no trouble at all in pumping out the accumulation of mud and silt, but the difficulties to date have been in the disposition of the removed material. Levers have been built on the Fort Armstrong reservation, and the pipe line laid there in order to build up the site from which sand was recently taken for Fort De Russy. The levers have been resting on an insecure foundation of sand, and when wet mud and ooze have been pumped into them, they have in several instances given way and caused annoying delays in the dredging operations. When this low tide is filled, however, and the pipes turned to the far side of the reservation, this difficulty should be overcome. It is believed that the work of cleaning out the harbor will be completed early in March.

SHERMAN IS IN AHEAD OF TIME Shortly after noon today the Army transport Sherman was sighted off port, and she will dock early this afternoon. According to schedule, she was not to tie up until 5 o'clock, but evidently she made better time on the last leg of the run from the Coast than was expected when the last wireless was sent. The Sherman carries several ranking infantry officers for station here. She will leave Friday at 1 p. m. A number of officers, well known to army circles in Honolulu, will be found on board the Sherman on arrival here tomorrow. Among those leaving the California coast and who will be welcomed here are: Colonel and Mrs. J. C. F. Tillson, Lieutenant-Colonel and Mrs. W. K. Wright, Major and Mrs. Harry J. Hirsch and child, Captain and Mrs. F. L. Knudsen and child, Captain Murray Baldwin, Captain W. F. Creary, Captain and Mrs. F. B. Shaw and two children, Captain and Mrs. H. V. Evans and two children, Captain and Mrs. E. S. L. Price and child, Captain W. H. Hood, Captain Graham L. Johnson, Captain and Mrs. C. A. Dolph and two children, Captain and Mrs. W. B. Gracie, Captain and Mrs. T. S. Moorman and three children, Captain and Mrs. E. J. Bracken, Captain L. T. Baker, Lieutenant and Mrs. B. H. Pope, Lieutenant and Mrs. E. H. Kaido, Lieutenant and Mrs. E. M. Norton and three children, Lieutenant and Mrs. Simon M. Lutz and child, Lieutenant and Mrs. Wilford Twyman and three children, Lieutenant and Mrs. W. J. Davis, Lieutenant and Mrs. Howard G. Sharpe, Lieutenant and Mrs. A. B. Van Wormer and daughter, Lieutenant and Mrs. F. L. Mingerode, Lieutenant and Mrs. R. H. Campbell, Lieutenant and Mrs. M. H. Shute and child, Lieutenant and Mrs. Ralph A. Jones and child, Lieutenant John G. Walker, Jr., Lieutenants E. A. Everts, Wilker E. Hobson, Verner G. Olmsmith, James A. McGrath, Frank F. Snowden, W. R. Conolly, Rapp Brush, Carl E. McKinney and Elvan C. Sandeford. Casuals also include Major F. G. Mauldin, inspector-general; Major Ernest V. Smith, Second Infantry; Captain G. B. Pritchard, Jr., Fifth Cavalry; Mrs. Pritchard and five children; Captain A. B. Warfield, quartermaster; Mrs. Warfield and two children; Captain F. M. Wood, medical corps, and man, medical corps; Mrs. Freeman and two children; Lieutenant E. J. Ely, Fifth Cavalry, and Mrs. Ely; Lieutenant Madison K. Bowman, medical reserve corps; Lieutenant Leon C. Garcia, medical corps, and Mrs. Garcia; Lieutenant G. G. McCormack, medical corps, and Mrs. McCormack; Lieutenant Harry B. McAfee, medical corps, and Mrs. McAfee; Lieutenant A. T. Cooper, medical corps, and Mrs. Cooper; Lieutenant E. L. Field, Eighteenth Infantry; Lieutenant J. G. Drain, Eighteenth Infantry; Mrs. Drain and child; Lieutenant E. P. Pierson, Fourteenth Cavalry; Veterinarian S. L. Teeple, Quartermaster's Department; Charles T. Williams, Charles H. Schultz, Miss Edna A. Perkins, Dorsey M. Routson, Mr. and Mrs. W. F. Noot and Mrs. Harry T. Goodwin.

CHALLENGES GRAND JURY As forecast in the Bulletin, Attorney Lorrin Andrews this morning entered a plea in abatement in the case of Chung Nung, who is under indictment from the Territorial Grand Jury and who appeared for plea this morning. The plea sets forth that the Grand Jury was not at the time the indictment was found and returned and never was a legally constituted Grand

LOOPHOLE IN NEW UNIFORM ORDER At last a loophole has been found in the new uniform regulations for the Army which will permit officers of the Army commands to wriggle out of what looked like a tight corner. When an abstract of the new regulations was first printed in the Army and Navy Journal, it appeared that officers would never be allowed to wear the service uniform off post. Literally construed, this meant that constructing quartermasters laboring over the practical problems of house-building, engineer officers splashing round the harbor on improvement work, and officers on staff duty at headquarters would all have to wear the white dress uniform. A careful study of the "table of occasions" located a "warm weather" clause which will probably leave conditions here as they now are. Here is the paragraph meant the service olive drab which caused all the pilikia: "Except by the officer of the day the service uniform will not be worn after retreat by officers in garrison, unless prescribed by the commanding officer for some particular duty, nor will it be worn off post except as authorized in the table of occasions of the dress uniform (dismounted) occasion 3, page 42." Turning to the page and paragraph designated, one reads: "The dress uniform (dismounted) shall be worn by all officers when off post, except that when riding or taking physical exercise the service uniform may be worn instead. In warm weather the commanding officer may prescribe the cotton service uniform for wear when off the post before retreat." So the vital question is settled, and quartermasters who play with concrete "squirrel guns", engineers who make mud pies, and adjutants general who mess in the ink filling their fountain pens can wear workaday clothes. If only their post commanders will remark that it's a warm day. As to the uniform for the University Club ball next Friday night, over which a number of officers have been worrying, the matter is finally settled. As not all the officers here have been able to provide themselves with the white mess jacket prescribed for the tropics, General Macomb has ordered the white dress uniform for the occasion. Ordinarily, the prescribing of the uniform for a social function would be up to the post commanders, but Honolulu is in the peculiar position of being the common meeting ground for four posts and the headquarters staff, and in order to secure uniformity it devolves on the department commander himself to name the uniform. "In the States the commander of a department doesn't know a third of the officers under him even by sight, and officers at different posts seldom if ever meet, but here we're like one happy family." Is the way one officer sized up the local situation.

ARRIVED Wednesday, Feb. 14. Hawaii via Maui ports — Claudine stmr., a. m. Kauai ports — W. G. Hall, stmr., a. m. DEPARTED Tuesday, Feb. 13. Kauai ports — Nona, stmr., 5 p. m. Hawaii ports — Nilbau, stmr., 5 p. m. Maui, Molokai and Lanai ports — Likelike, stmr., 5 p. m. Kauai ports — Kinau, stmr., 5 p. m. oneday, Feb. 14. Hawaii ports — Helene, stmr., noon. PASSENGERS ARRIVED Per stmr. Claudine, from Hawaii and Maui ports, Feb. 14.—M. Hudson, Mrs. Hudson, M. Morgenthauer, F. P. Melton, B. De Mello, E. J. Hardesty, S. W. Fay, R. S. Pollister, W. A. Anderson, Mrs. Kaimana, Jas. Morse, A. Carvalho, D. B. Murdoch, S. B. Chandler, Father Justin, Mrs. Pendergast, Miss Pugimoto, Mrs. J. de Regis, F. G. Stevens, T. Nakamehi, N. Takada, Yee Ting, C. C. Waldron, S. Weinzheimer, Mrs. Hemming, W. A. Nicoll, Y. Amoy, Chan Ayat, H. Birch, Mary Birch, 27 deck. Per stmr. W. G. Hall, from Kauai ports, Feb. 14.—E. A. Knudsen, Mrs. Knudsen, H. Lorraine, A. H. Jones, S. B. Cranley, Mrs. R. D. Mohr, J. W. Rawley, C. Aehong, F. Buchart, Mrs. W. H. Rice, Dr. A. J. Derby, 21 deck. *****

Sunny Seas for Island Steamers. Favorable winds and smooth seas were the rule during the round trip of the Inter-Island steamer W. G. Hall, an arrival today from Kauai ports, a quantity of empty drums and other containers, spirits and otherwise, an auto, crates of eggs, 114 bales of hides and 27 packages sundries. The vessel brought a small list of passengers.

Duffy's Pure Malt Whiskey the old family remedy, will bring you refreshing sleep. It is a wonderful remedy for indigestion and nervousness, gives power to the brain, strength and elasticity to the muscles and richness to the blood. Sold everywhere in SEALED BOTTLES ONLY. Medical booklet and doctor's advice sent free on application. The Duffy Malt Whiskey Co., Rochester, N. Y., U. S. A.

ONOMEA HOLDS ANNUAL MEETING Onomea Sugar Company held its annual meeting at 11 o'clock this morning at C. Brower & Co.'s offices and a very good report was presented by Manager John T. Moir. Treasurer George H. Robertson reported that the net crop profit for 1911 was \$450,550.46, dividends paid during the year amounted to \$250,000, and balance brought forward to next year was \$591,671.68. Manager Moir comments on shortage of labor supply and also on the backwardness of the 1912 crop. His report in part is as follows: "We commenced grinding January 9 and finished September 27, 9 p. m., in all 187 days of 24 hours each. Averaging 86.55 tons of sugar per day. The quality of cane and juice not being up to former years, as you will observe by comparing former reports by this year's mill report. "New Building for Laborers—In all we have built 44 new houses and repaired a good many others. We aim to make our laborers comfortable and contented. We still have a great deal of work planned out to make our camps more sanitary, and cooperate with the Board of Health. "Government Lands—Since my last annual report the Kaitie lands have been surveyed and plotted out, drawn for, and all lots taken, thirty-two in all, and some of them have now houses built thereon. There will be a scrub crop of ratoons to take off this year, and we intend taking it off first thing after starting up the mill, and that will give the homesteaders every opportunity to get their land well cleared for plowing. No contract has been entered into with them, but we propose treating them just the same as our other planters. "Flumes—We have found it very necessary to build more permanent flumes, and we are building them alongside and in the bottom of the larger gulches, so that we may save the packing of the cane out of them. Instead of hauling the cane out, we roll large bundles of the cane down the side hills. We also can save a great deal in using short portable flumes to run the field cane into those along the gulches. "Labor—Shortness of labor has been our greatest drawback for several years, and more so this last year. During the commencement of the grinding season we got along fairly well, but when we start planting we do not have men enough to keep all operations going, staying no spare men to go hoeing or weeding, consequently that work has to wait until we are finished with the crop; hence the 1912 crop has suffered very materially. "Cultivation Contracts—We have been more successful this season in giving out contracts, owing principally to the last crop having turned out good for the contractors, and having made good money. "The area let out under contract for 1912 amounts to 1,291.95 acres, varying from 30 cents to \$1 per ton, cultivation only, and from \$1.25 to \$2 per ton of cane which calls for cultivating and bringing to maturity, cutting and placing alongside our flumes. "Crop 1912—Consists of 1101 acres plant cane, 1357 acres ratoons 1st, 271 acres ratoons 2nd, and possibly 3000 acres plant and ratoons from outsiders, a total of 3829 acres. Our expectation from the above area is slightly in excess of 14,000 tons of sugar, which we considered extremely liberal. "Crop 1913—Consists of 1156 acres plant cane, 1276 acres ratoons 1st, 342 acres ratoons 2nd, and possibly 1099 acres ratoons and plant cane from outsiders, a total of 3774 acres. This crop is very backward. We should say it is about two months late, comparing it with former years, owing to lack of labor through the grinding season to take care of it. We had to push the grinding all we could in order to get time to do our repair work and install new boilers, vacuum pan, etc., and get ready for the coming crop of 1912. We hope to be ready about the 18th of January to start on this crop." "The only change in the list of officers and directors is that T. R. Robinson, though still auditor, is replaced on the board of directors by E. I. Spalding, making a board of directors of nine.