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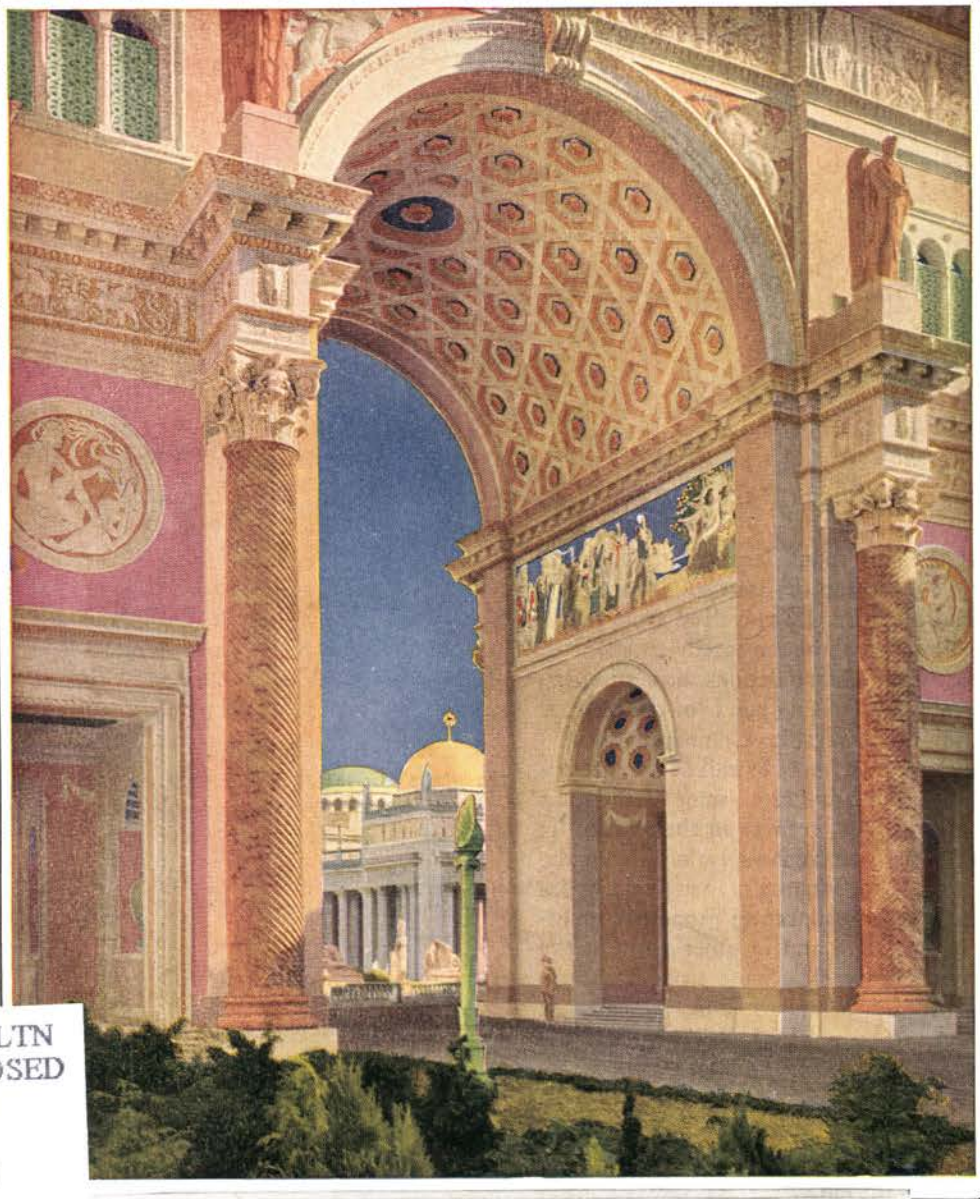
The MID-PACIFIC MAGAZINE



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In 1915 San Francisco invited the world. Honolulu, at the crossroads of the Great Ocean, invites all Pacific nations as its guests in 1917. See within.

Speedy Trains in New South Wales

The Mother State of the Australian Commonwealth.

The World's Famous Railway Bridge Over the Hawkesbury River, N. S. W.

All the year round New South Wales is the best place for the tourist. From Sydney and New Castle, as well as from points in other states, there are speedy trains, with comfortable accommodations, at very cheap rates to the interesting points of the Mother State of the Australian Commonwealth.

Within a few hours by rail of the metropolis of Sydney are located some of the most wonderful bits of scenery in the world. It is but a half afternoon's train ride to the beautiful Blue Mountains, particularly famous for the exhilarating properties of atmosphere. Here and in other parts of the state are the world's most wonderful and beautiful limestone caverns. Those of Jenolan are known by fame in every land.

Reached by the south coast railways are the surf bathing and picnicing resorts famed throughout Australia and even abroad. Within a score of miles of Sydney is the beautiful Hawkesbury river and its great railway bridge. Here is to be found glorious river scenery as well as excellent fishing and camping grounds. By rail also is reached the splendid trout fishing streams of New South Wales, stocked with fry, yearling and two year old trout.

Beautiful waterfalls abound throughout the state and all beauty spots are reached after a few hours' comfortable trip from Sydney.

Steamship passengers arriving at Sydney disembark at Circular Quay. Here the city tramways (electric traction) converge, and this is the terminus of thirty routes, varying from two to eleven miles in length. One of the best means of seeing the picturesque views and places of interest about Sydney is to travel around them all by electric tram. The cost is trifling, as the fares on the state railways are low. The secretary of the railway system is J. L. Spurway.

The Mid-Pacific Magazine

CONDUCTED BY ALEXANDER HUME FORD

VOLUME XII. No. 1.

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THE HONOLULU EXPOSITION

Encyclopedia of Hawaii and the Pacific.

The Mid-Pacific Magazine

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THE CALIFORNIA BUILDING AT THE SAN DIEGO EXPOSITION.

From the most successful Panama-California Exposition in San Dieo, California, comes the suggestion to the Pan-Pacific workers to hold in 1917 at the Cross-Roads of the Pacific a really Pan-Pacific Exposition, and Honolulu accepts the invitation. Already John Barrett, president of the Pan-American Union, has promised his personal support and that of the Pan-American Bulletin to the Pan-Pacific 1917 Exposition, as has Percy Hunter, head of the movement in Australia.

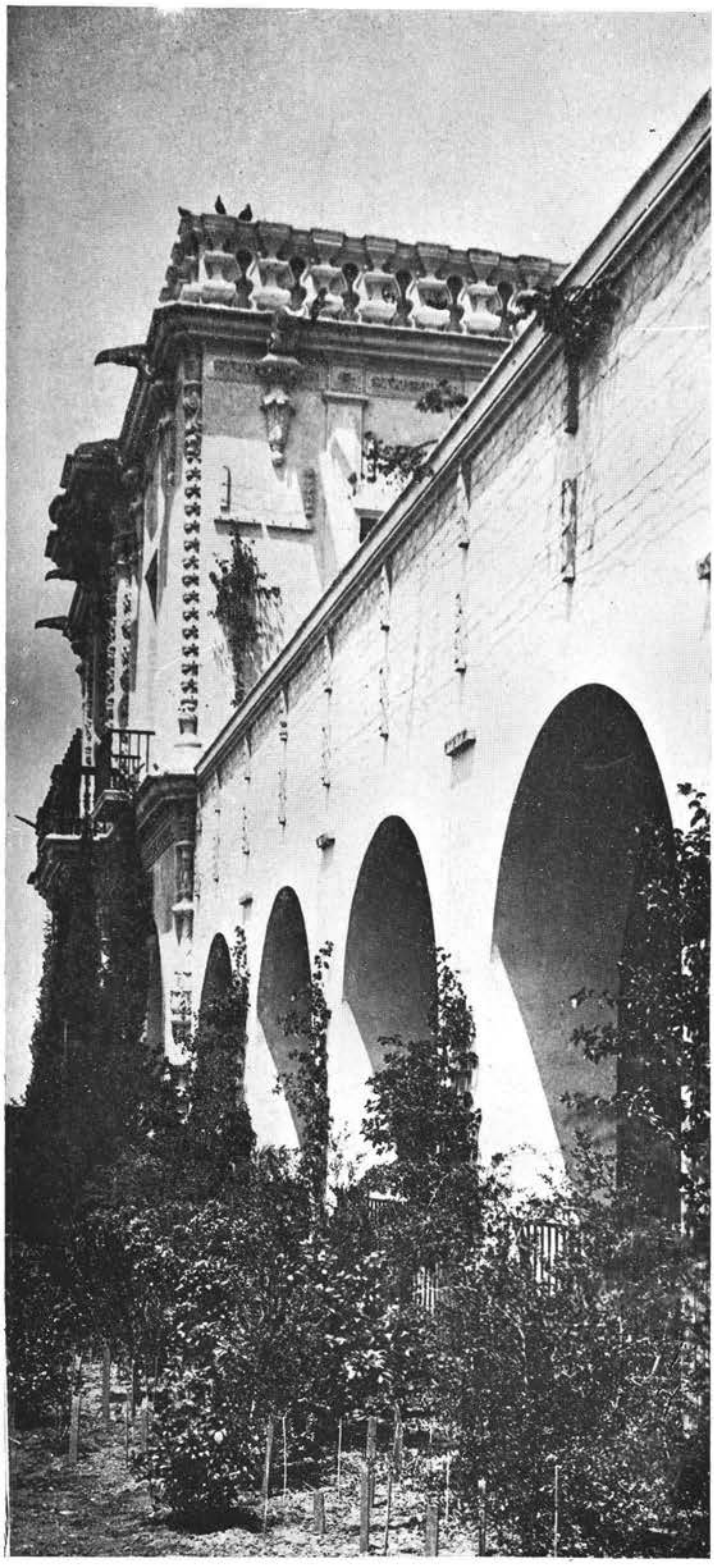
A NEARER VIEW OF THE CALIFORNIA BUILDING.

This fire-proof building in San Diego remains a monument to the 1916 *Exposition. It was through Secretary H. J. Penfold of the Panama-California Exposition that the first step was made to invite the Pan-Pacific Club of Hawaii to lead in providing a Pan-Pacific Exposition at Honolulu in* 1917

THE SCIENCE AND ARTS PALACE, SAN DIEGO EXPOSITION.

This is a portion of the building and patio of the Science and Arts Palace at the San Diego 1916 *Panama-California International Exposition. It is now occupied in part by the exhibits from more than one Pacific country, not housed in the Pan-Pacific building.*

THE PAN-PACIFIC BUILDING AT THE SAN DIEGO EXPOSITION.



This picture shows a portion of the Pan-Pacific building at the 1916 International Exposition at San Diego. This building, besides housing exhibitions from Australia, New Zealand, Java, Alaska, Japan, China and Hawaii, is also the home of the wonderfully artistic and instructive exhibit of the Philippines.

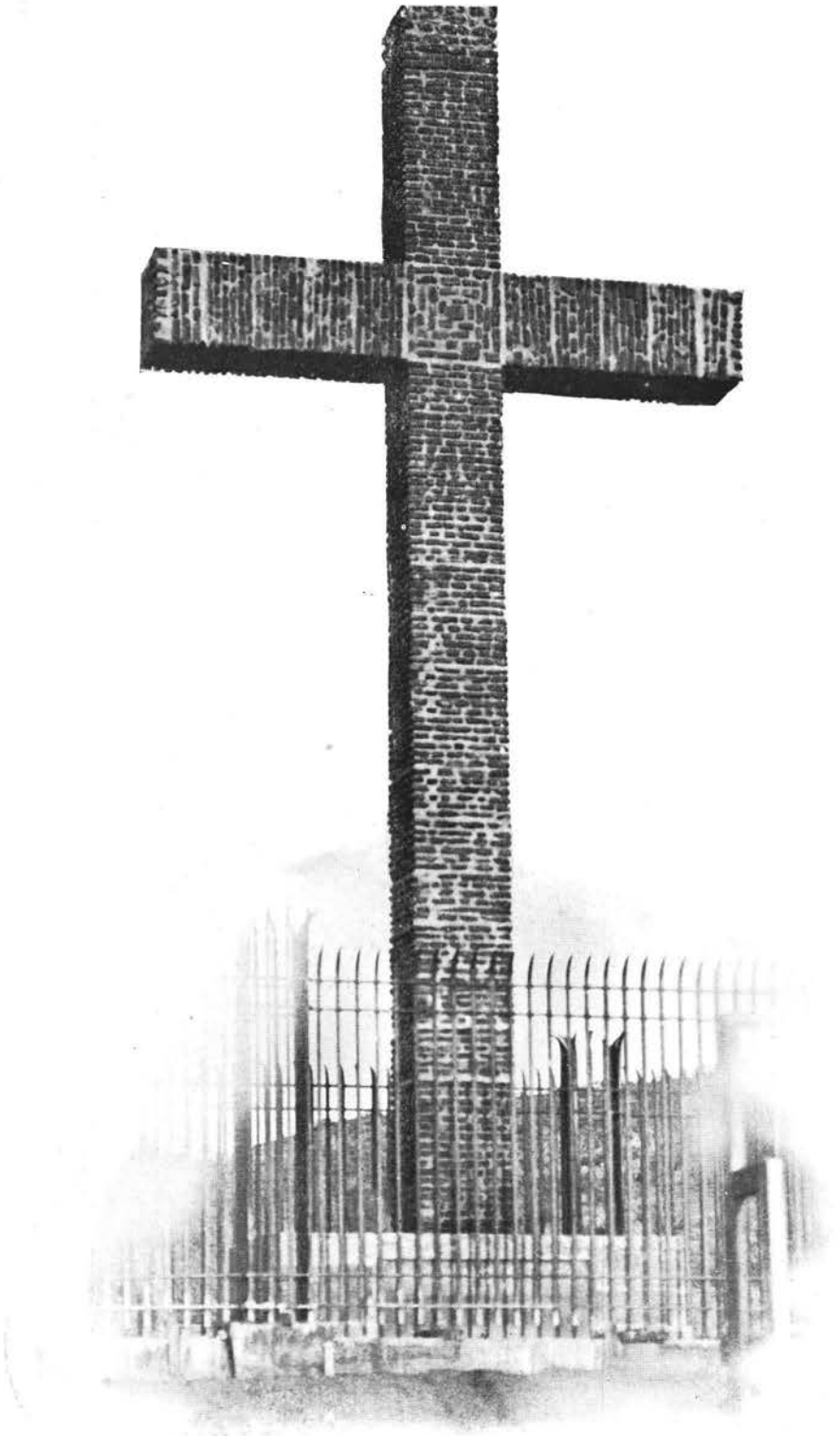
SAN DIEGO'S CIVIC COURT OF HONOR.

San Diego is splendidly equipped to care for the visitor. Here we have a glimpse of the beautiful palm court and fountain in the center of the city and surrounded by the leading hotels and theaters. From this center the Pan-Pacific Exhibition building may be reached in a few moments by electric tram or automobile.

MODJESKA'S HOME NEAR SAN DIEGO.

San Diego is located in a country beautiful. Summer and Winter it is ideal for home making. In this region hundreds of famous men and women, including the late Polish patriot and actress, Helene Modjeska, have made their abode. What wonder that visiting thousands daily attend the Exposition at San Diego.

CALIFORNIA'S PLYMOUTH ROCK AT SAN DIEGO.

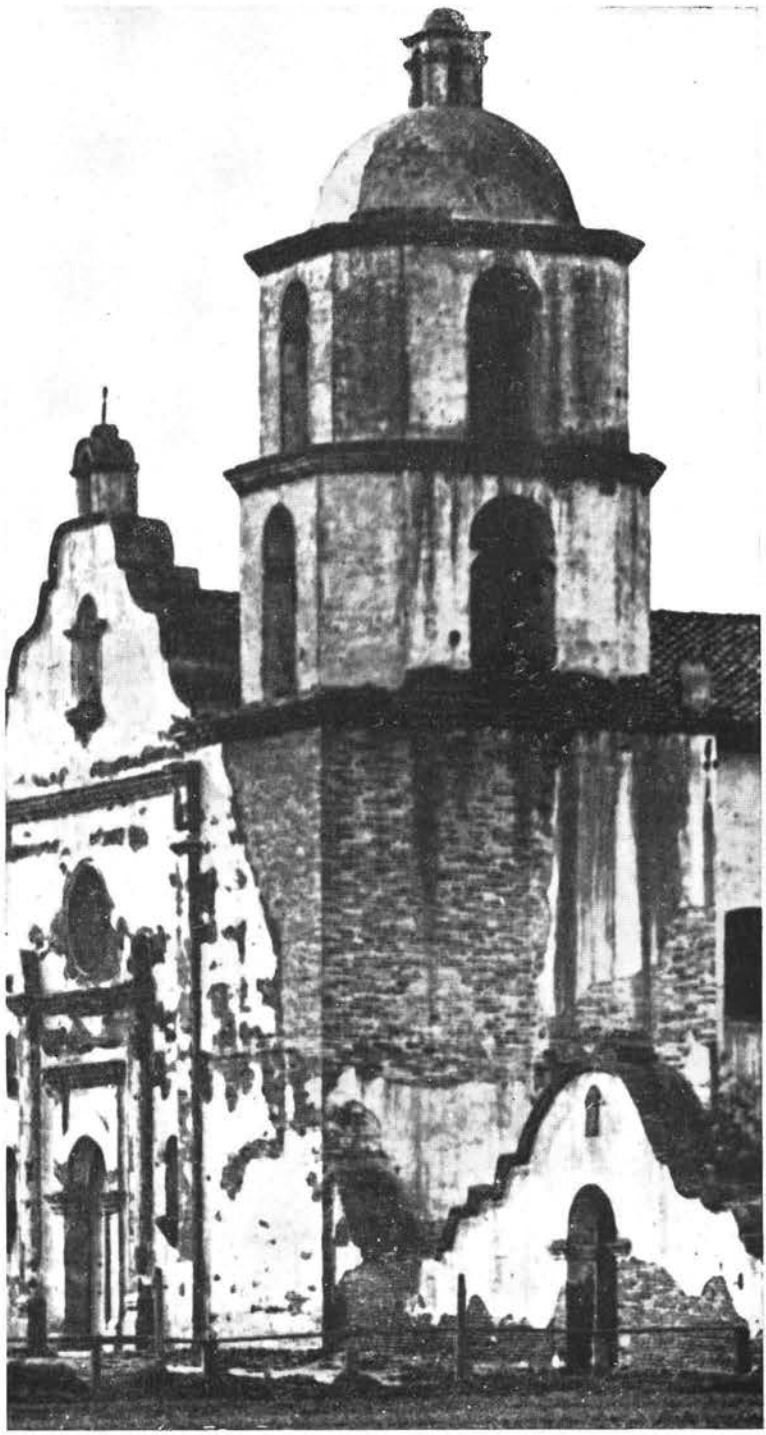


At Old San Diego, four miles from the Exposition Palaces, Father Serra in 1769 planted the cross, and from its crumbling ruins has risen the Plymouth Rock of the Pacific where California was born.

SAN DIEGO'S FIRST DATE PALM.

In 1769 the first date seeds brought to America were planted at Old San Diego, one of the trees that grew and bore was sent to the Chicago Exposition, one died, and the last stands before the ruins of California's first mission.

SAN LOUIS REY MISSION, NEAR SAN DIEGO.



The San Louis Rey Mission is kept in repair by patriotic San Diego citizens as the home church of the Pala Indians by the forefathers of whom it was built nearly one hundred and fifty years ago. Here about the old mission the Pala Indians still live and even increase.

THE PALA TOWER BELLS, NEAR SAN DIEGO.

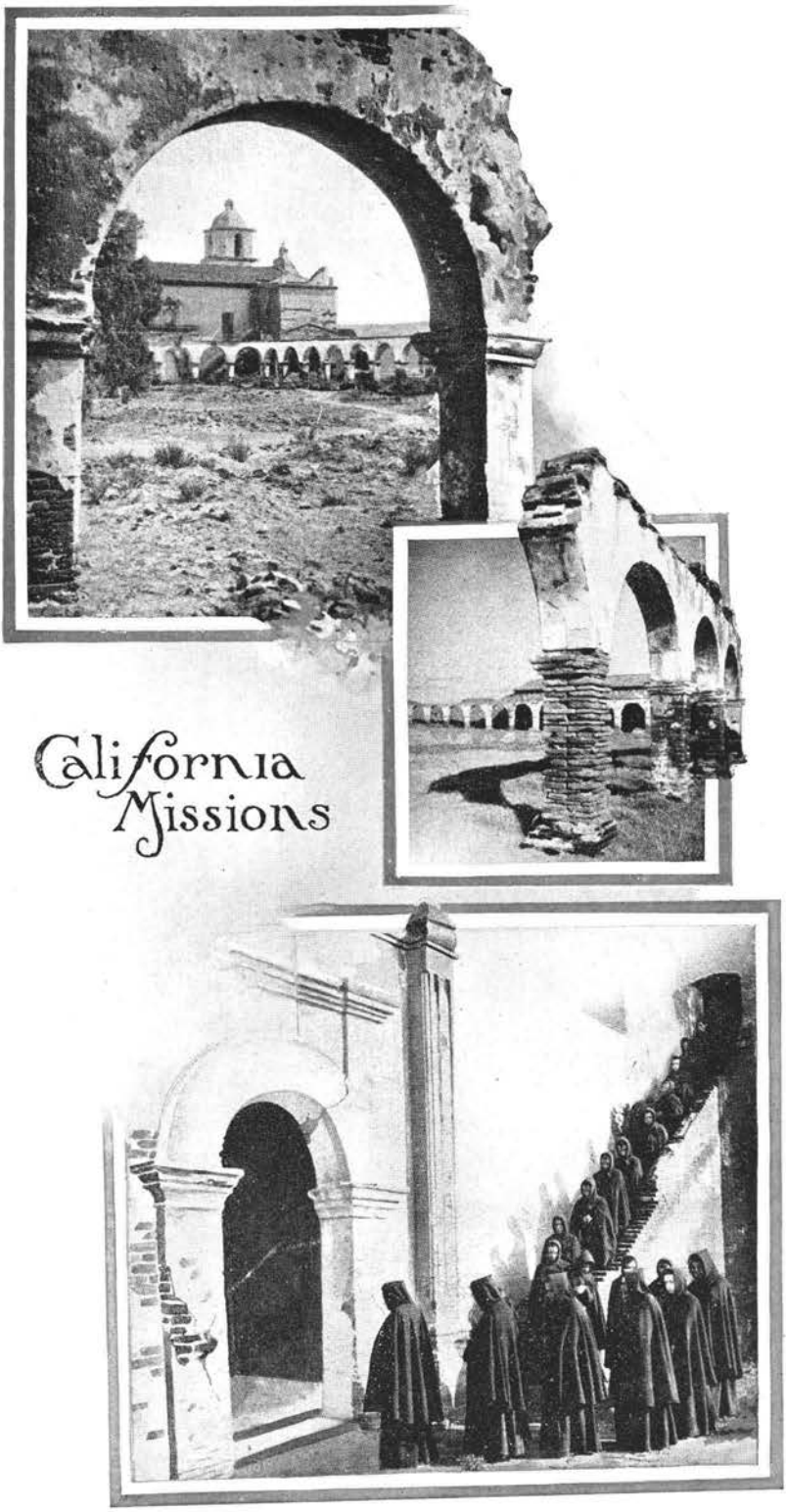
The only tower bells in America, those of Pala, at the San Louis Rey Mission near San Diego. These bells were sent from Spain in 1780, and the Indian lace makers seen in the picture are the descendants of the old mission Indians.

A BIT OF CONVERTED CALIFORNIA DESERT.

Before the close of the 1916 *San Diego Exposition it is hoped that the new transcontinental railway connecting San Diego even more closely and directly with all great American cities will be in operation. Here is a bit of Mohave desert on its line in Southern California that irrigation and railway have made a habitable earthly paradise.*

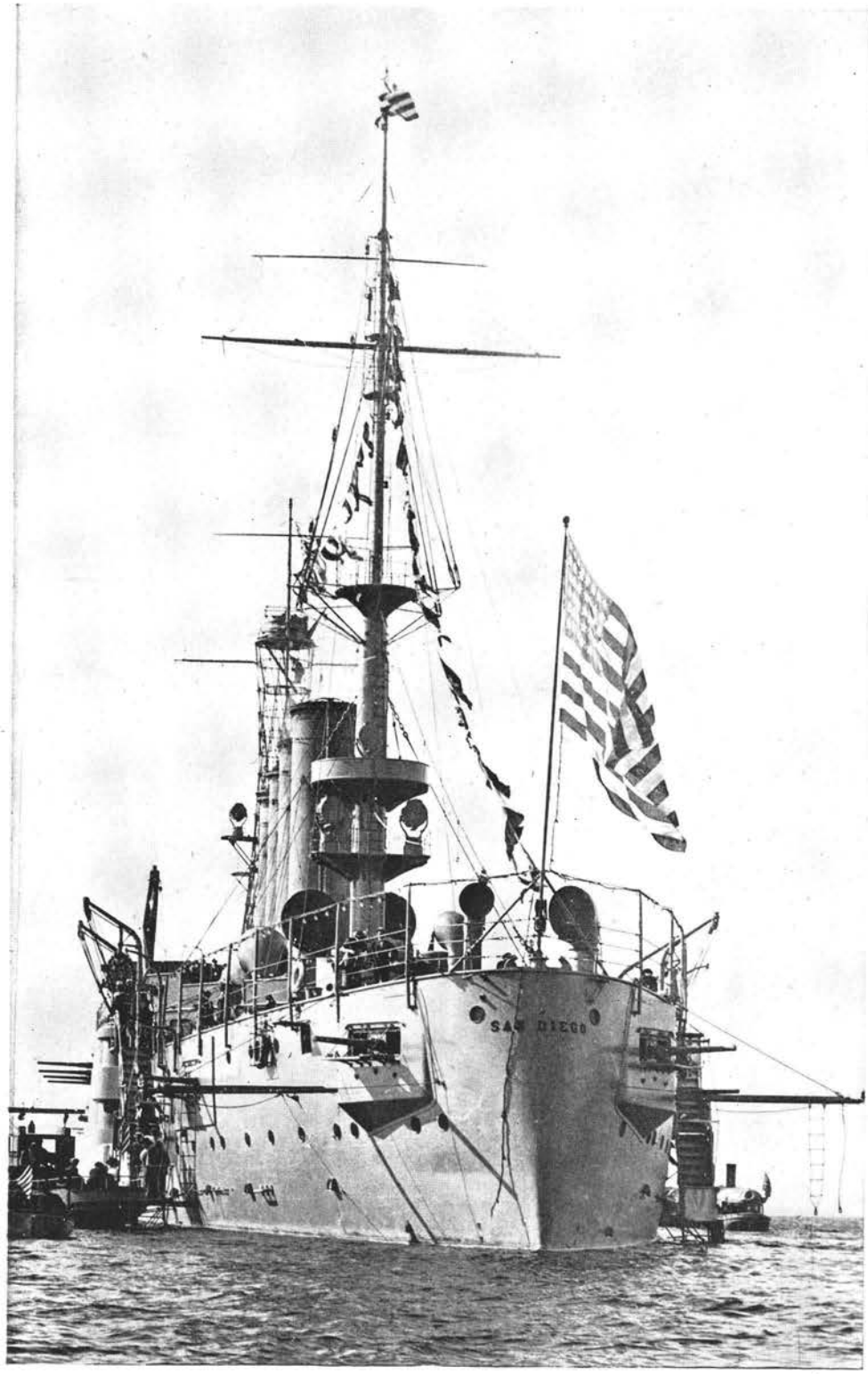
A BIT OF PAN-PACIFIC SAN DIEGO.

Already the San Diego region is becoming Pan-Pacific in its architecture. There are old Spanish-day mission buildings, Mexican haciendas, Chinese farms, and at Coronado beach, a few moments from San Diego, ideal Japanese tea gardens as attractive and real as any in the Land of the Rising Sun.



The "Kingdom of the Sun" the artistic Exposition quarterly tells us that there are eighteen old Spanish Missions in California that are still in a fair state of preservation, some of these still being used for the celebration of the mass; three have crumbled to ruins, but that at San Diego is well preserved and revered as the marriage place of Ramona.

THE U. S. CRUISER "SAN DIEGO."



The Cruiser "San Diego", named after the Exposition City, is the pride of the Pacific fleet and hopes to officially assist in welcoming the Pan-Pacific exhibitors to Honolulu in 1917.

THE AVENUE OF ALL NATIONS AT THE SAN DIEGO EXPOSITION.

This is a night view of the Avenue of All Nations at the 1916 *Panama-California Exposition in San Diego. These Exposition Palaces are offered as homes for educational and industrial exhibits gathered from around the world for display here during* 1916. *In Honolulu in* 1917 *will be held the first Pan-Pacific Exposition.*

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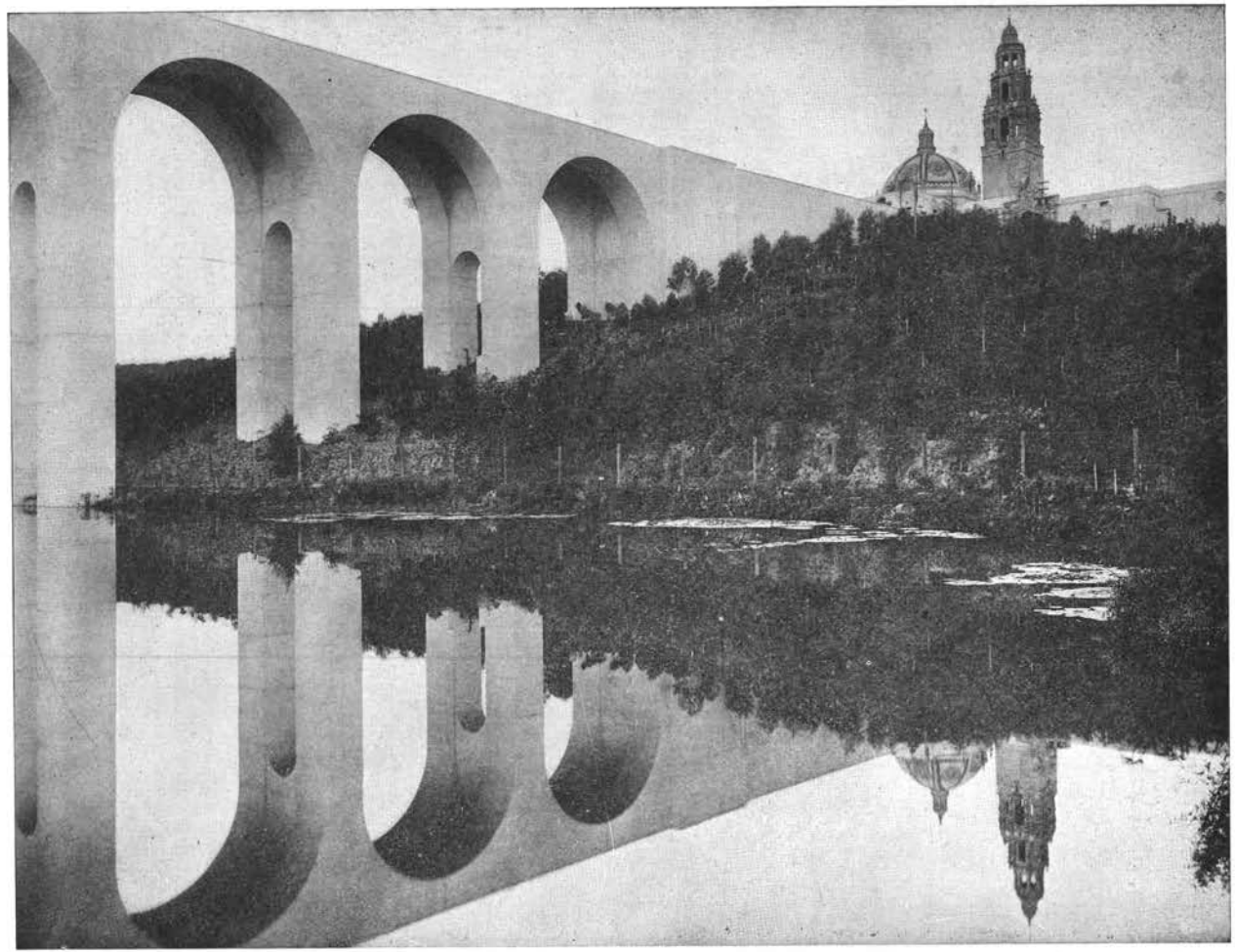
A Ctty Set Upon a Hill Cannot Be Hid—The San Diego Exposition City.

Preparing for The 1917 Pan-Pacific Exposition in Honolulu

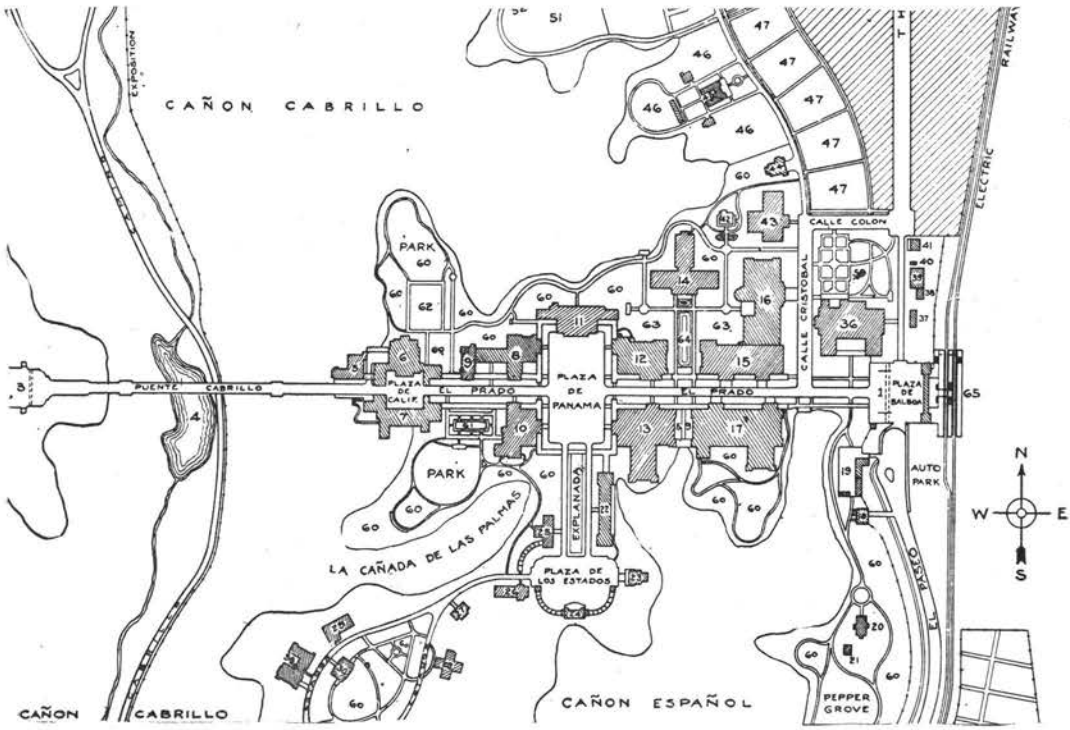
THE HANDS-AROUND-THE-PACIFIC ORGANIZATION INVITES THE PAN-PACIFIC COUNTRIES TO HOLD AN EXPOSITION IN HONOLULU IN 1917, OR AT THE CONCLUSION OF PEACE IN EUROPE.

THE Pan-Pacific organization in Honolulu has long looked forward to an all-Pacific exposition at the Cross-Roads of the Pacific Ocean, and now San Diego asks Hawaii to take the lead in preparing for 1917 a Pan-Pacific Exposition that will attract the peoples of all lands about the great ocean to come together at the Cross-Roads of the Pacific to work together for the adancement of all material interests in which the people of the Pacific are interested.

The exhibits in the Pan-Pacific Building at the San Diego 1916 Exposition, having augmented the desire in America for a better knowledge of things Pacific, it has been suggested that the Pan-Pacific Club in Hawaii, which is the central arganization of the Hands-Around-the-Pacific movement, interest the lands about the Great Ocean in the project of a Pan-Pacific Exposition in Honolulu in 1917. Each Pacific land to be offered, rent free, an exhibition palace in which to install its exhibits, and every effort made to secure free transit of such exhibits from Pacific lands to the varied



This beautiful white bridge, with its arches 100 *feet high, spans the deep canyon and the Laguna Cabrillo. It leads to the main entrance of the great avenue on which stands the Pan-Pacific Building at the San Diego Exposition.*



Plan of the Exhibition Palaces at the 1916 *San Diego Exposition. ..The Pan-Pacific Building is marked No.* 12 *on the plan.*

Exposition buildings in Honolulu. Thus may be begun the nucleus of a permanent, movable Pan-Pacific exhibit that should attain to great achievement. The suggestion is accepted by Honolulu.

The value of the opportunity at this time to gather together at one place in the Pacific, at little cost, attractive exhibits from each Pacific land, will be more fully appreciated when it is further announced that at San Antonio, Texas, in 1919 is to be held a great industrial exhibition, and in 1920 in Boston an international exposition of first magnitude. The gathering of Pacific effort and exhibits in Honolulu in 1917 will but pave the way for more effective exhibits and work for Pacific interests at these later expositions, and perhaps cement the plans for co-operative work, that all Pacific lands may now unite in a joint campaign and exhibition to interest the world at large in the wonderful opportunities the Pacific Ocean—that future theatre of world's commerce—holds for those who inhabit her shores.

The first invitation for co-operation in the 1917 Pan-Pacific Exposition was extended by the Pan-Pacific Club to John Barrett, president of the Pan-American Union, which, from its marble palace in Washington extends and radiates its fellowship feeling to and among the people of all lands in the two Americas; and the second was to Percy Hunter, the representative of several Australian states, who has been a prime mover in the Hands-Around-the-Pacific movement from the hour of its inception. Both invitations were cordially received and elicited warm assurances of personal co-operation, and this is the co-operation desired, for the ex-

In the center of this building may be seen the large relief map of Central America, showing the distribution of the ancient temple cities. Arranged around the rotunda are replicas of various Maya monoliths. In the center of the apse is the replica of the great Leaning Shaft of Quirigua, upon whose sides are carved human figures of heroic size, as well as many hieroglyphics which have not yet been deciphered. This is one of the permanent buildings at the San Diego Exposition.

The Lagoon before the Pan-Pacific Building, at the 1916 *San Diego Exposition.*

hibit will be the result of united personal effort from every land about the Pacific, rather than mere official government representation. It is to be an effort of the people of the Pacific to find a way to get together and work together for the advancement of the interests of all lands that border on or lie within the greatest of oceans.

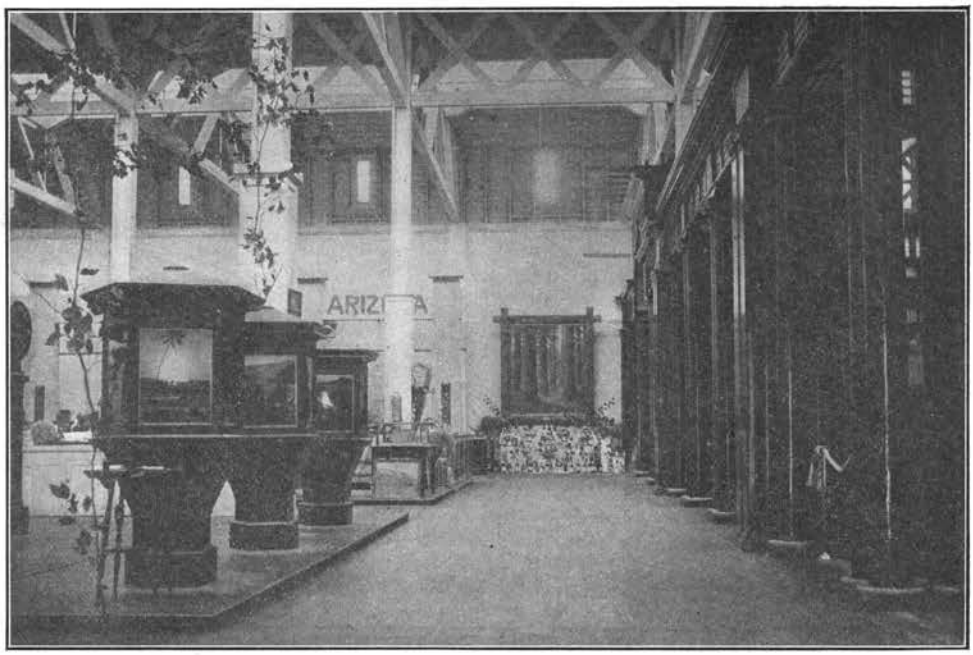
As in the Pan-Pacific Building at the 1916 Exposition in San Diego, so at the 1917 Pan-Pacific Exposition in Honolulu, the industrial men of each land are expected to meet otgether and work together, each for the other and for the success of the whole, save that there will be many men and exhibits from each Pacific land, it is hoped; for in 1917 whole buildings are to be filled with the exhibits from each Pacific country, instead of the mere sections that in 1916 have so interested America in the Pacific that more, far more, is asked for; and in view of the desirability of the expansion of commerce about the Great Ocean —should be most gladly given.

The Pan-Pacific movement had its inception in Hawaii about seven years ago, when a congress was held to promote around-the-Pacific travel. Since then the idea has grown until today through numerous weekly luncheon clubs in the larger Pacific cities there has grown up a cooperative plan for all of the Pacific countries to work together as a whole and create a real patriotism of the Pacific.

The first of these weekly get together luncheon clubs was organized in Honolulu and called the Hands-Around-hte-Pacific Club, and at these weekly gatherings there were people resident in Honolulu from every Pacific land. Later, as the idea spread around the Pacific, the weekly luncheon clubs in the different cities took different names, but all worked in cooperation with the Hands-Around-the-Pacific movement. The Pan-Pacific Club in Honolulu is the local branch of the greater organization and its purpose at the cross-roads of the Pacific is to establish a permanent Pan-Pacific commercial museum and depot for exhibits from every Pacific land that may be rushed on cable order to any part of the Pacific for exhibition purposes.

At a meeting of the Pan-Pacific Club in San Francisco in December at which were present the commissioners to the San Francisco Exposition from every Pacific

Among the special features of Pan-American Day at the Panama-California Exposition was a luncheon given in honor of Director General Barrett, of the Pan-American Union, by Dr. Eugenio Dahne, the director of the Brazilian exhibit. The picture shows a part of the procession which formed at the California Building and marched to the scene of the festivities. Among the principal participants, reading from right to left in the first row, are Dr. Eugenio Dahne (in Brazilian "Gaucho" costume); Dr. Ernesto Nelson, of Argentina; Director General Barrett; Madame Nelson; President G. A. Davidson, of the Panama-California Exposition.



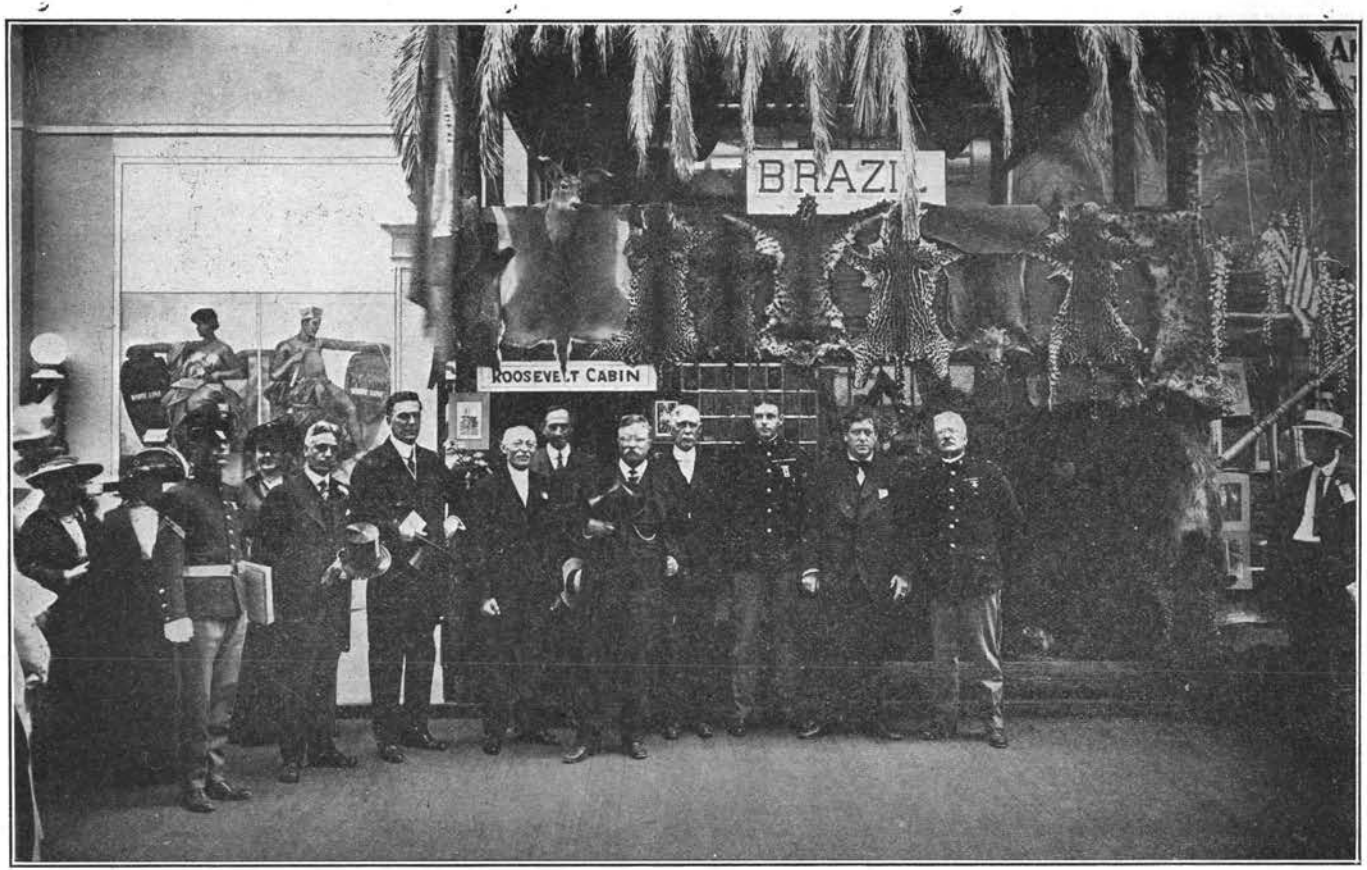
The aisle between the Hawaiian and Philippines Exhibits in the Pan-Pacific Building.

land, an invitation was extended by President Davidson and Mayor Capps to the Pacific countries to exhibit at the San Diego 1916 Exposition. This matter was at once taken up by the Pan-Pacific Club, which guaranteed for all of the countries of the Pacific that there would be such an exhibit, and the Philippines at once came in with strong support. Owing to the war in Europe the Pan-Pacific Club issued an invitation to those countries of the Pacific which could merely send exhibits to send these, and the Pan-Pacific Club would assume all further responsibility, providing lecturer, motion picture and stereopticon outfits as well as taking care of the exhibits and distributing literature from every country of the Pacific.

New Zealand is supporting the work and has sent an excellent exhibit of large pictures of New Zealand scenery as well as motion picture films, some of which are in color, and besides these a splendid set of albums of New Zealand scenery and descriptive literature of the island dominion. Later in the season it is probable that there will be some artistic exhibits sent from Wellington, the capital of New Zealand. Australia sent exhibits similar to those of New Zealand as well as flags of all of the Australian states for decorative purposes, besides great reels of motion films that tell the advantages of the Australian Commonwealth.

Java has a small exhibit of native brassware and it is probable that other exhibits will arrive direct from Java during the Exposition season.

Alaska has one of the most interesting and picturesque exhibits in the Pan-Pacific Building. She has sent down one of her great ocean-going canoes, besides a great panorama showing the Muir Glacier. Stuffed animals of the interior are on display as well as the skins of great grizzly bears and other animals of Alaska, to say nothing of relief maps and a splendid collection of photographs.



Colonel Roosevelt and his party at the "Roosevelt Cabin," one of the interesting features of the South American exhibit at the Panama-California Exposition. The structure is a faithful reproduction of a typical gatherer's home in the forest of Brazil. The outside walls of the cabin are bedecked with heads and skins of various animals native to the country, as well as collections of Indian bows, arrows, clubs, etc.

A corner of the Alaska Exhibit in the Pan-Pacific Building.

From the Northwest there will be from time to time displays of the fruits of that region as well as picturesque and decorative exhibits.

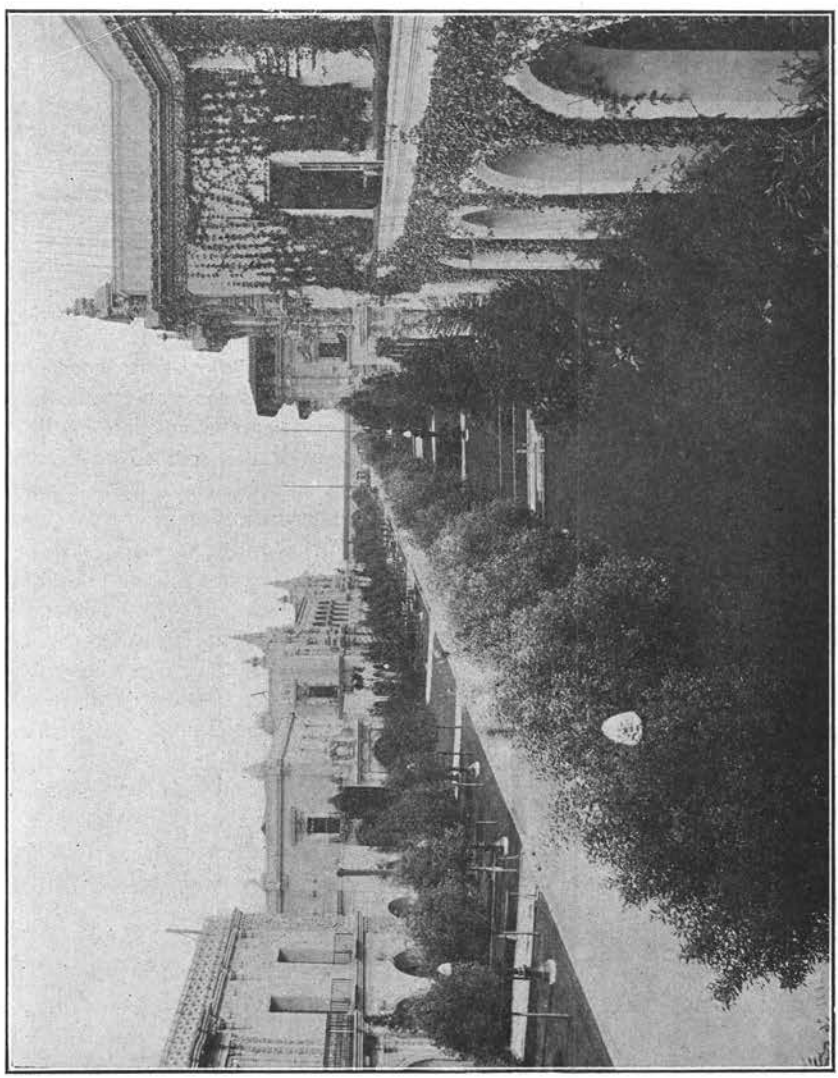
Siam is sending an exhibit of small art ware and photographs, while in Hawaii the Chinese and Japanese are getting together a most picturesque exhibit of Far Eastern art ware. There is a restaurant in the building where the Hawaiian music boys sing and play familiar airs of the Pacific and here is served Hawaiian coffee as well as native dishes of other Pacific lands.

In the Hawaiian section there are great oil paintings of the scenery of the paradise of the Pacific as well as relief maps of all the islands and splendid color transparencies. From time to time the collection will be added to by shipments from Hawaii. It is the intention of the Pan-Pacific Club to keep adding to the collection in the Pan-Pacific Building throughout the Exposition year and to employ a working force that will learn to boost for the whole Pacific. So that for 1917 there is already the nucleus of a working corps.

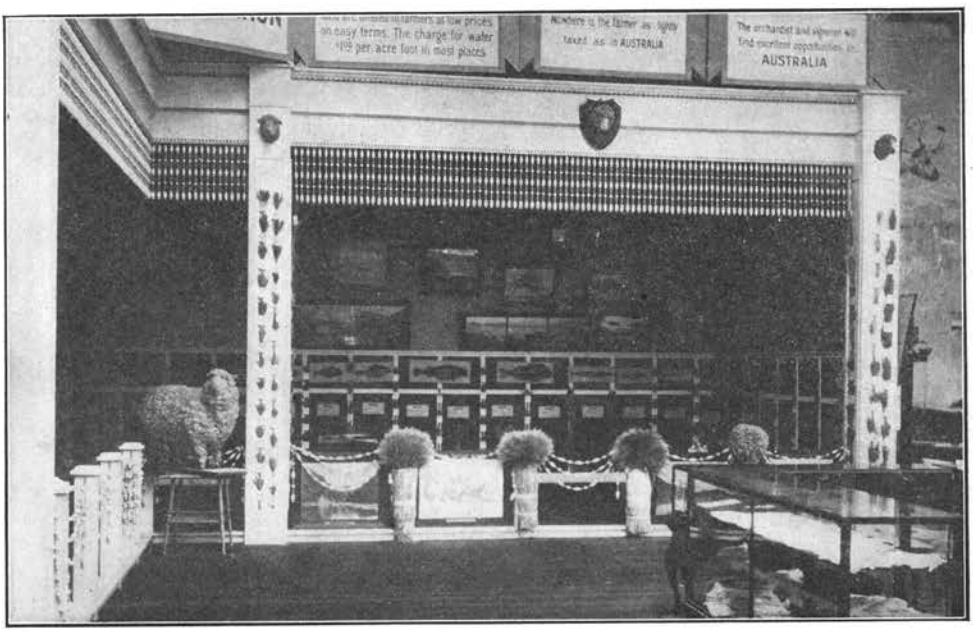
The plan of the Pan-Pacific Building at the San Diego Exposition is the first experiment of this sort to be tried out, and if it is a success it means that hereafter Pacific countries will work together for themselves and for each other whenever opportunity offers; and that a real patriotism of the Pacific will grow and expand until the ambition of every one living about the shores of the Great Ocean will be realized and the Pacific will become the great theatre of the commerce of the future.

The attendance at the San Diego Exposition so far for 1916 has far exceeded that of a year ago and large crowds from the East seem headed that way and there is no counter attraction at San Francisco. There were 45,000 visitors on opening day, March 18th, in the Pan-Pacific Building.

A great deal of interest centers there in the Hawaiian exhibit, which even now next to that of the Philippines occupies the largest space in the Pan-Pacific Build-



Here is seen the Pan-Pacific and other main buildings at the San Diego 1916 *Panama-California Exposition.*

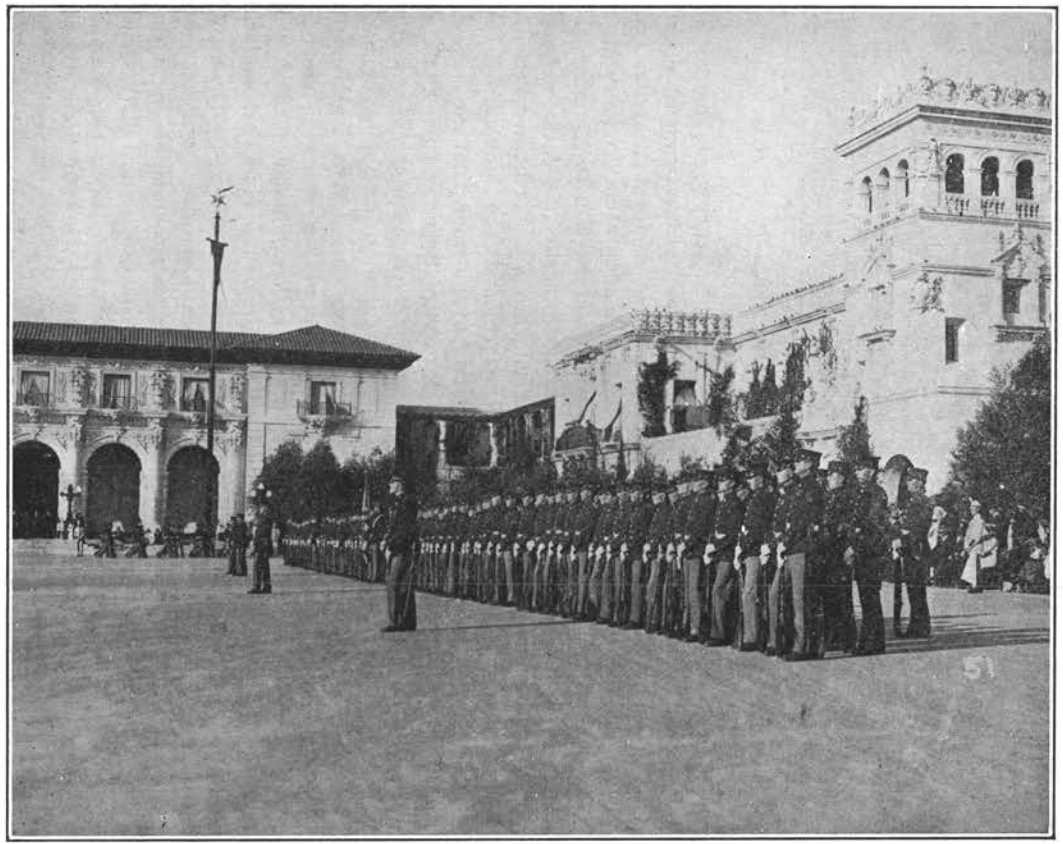


A corner of the Australian Exhibit in the Pan-Pacific Building.

ing, and with the arrival of the Pan-Pacific exhibits from Honolulu promises to be the big attraction. However, the splendid exhibit of black opals from Australia installed by Percy Marks, the opal king, is a close rival.

This Pan-Pacific effort is really a striving after results. One man that is attracting much attention in the press is L. L. Bales of Alaska. He exhibited at the San Francisco Exposition and with an enthusiasm for Alaska as large as the great building he was in. He was offered free space in the Pan-Pacific Building, jumped at the chance, rushed up to Alaska at his own expense and brought down an exhibit that is the kind that people want to see and not the kind we might care to thrust before them.

Bales borrowed a big painting of Muir Glacier from one of the steamship companies, about 40 feet long and about 25 feet high. This he made the background of his exhibit, then he borrowed a 35-ft. long Alaskan canoe, next got an Eskimo girl to bring her curios and native work and sit in that canoe, borrowed a lot of canvas painted to represent the sea which he put on the floor under the canoe with his splendid collection of polar bear skins, moose heads and curios from Alaska strung around. You can't keep the school children and the high school boys and girls away from that section and you can't keep their parents away and you can't keep the newspaper men from writing columns of stuff and publishing pictures and photographs of Bales, his Eskimo girl, his wife and this section. Now one man did this alone and that one man possibly hasn't a hundred dollars to his name yet he has made such an exhibit as the original one that started the most marvelous permanent exhibition in the world, that of Canada, which has a building to itself, and it is along the lines of Bales' exhibit—developed to the extreme. The Canadian exhibit is what the Pan-Pacific exhibit should grow to be within a few years. There are probably forty diora-



The daily drill of the United States Marines before the Pan-Pacific Building in the Plaza de Panama is one of the interesting features of the San Diego Exposition.

mas as a background and in the foreground are seen, for instance in one, the wild game of the country as natural as life, in another a beaver dam with a real lake, beavers at work building their dam, beavers alive and working. There are other dioramas depicting the scenic splendors of Canada with perhaps the real standing grain in the foreground, and still other dioramas of the industries and of the cities of Canada, and these all so real and natural that the eye is deceived and it seems impossible to believe that you are not just looking out of a car window on a great broad expanse of the real thing.

It isn't the money you put in an exhibit, it is the brains and taste and energy and effort.

The Philippine exhibit is a marvel. It grew from a little exhibit at a country fair—a mere sales exhibit ten years ago in the Philippines. An exhibit begun by an army officer, it grew from year to year until today it occupies a space in the Pan-Pacific Building about 125 by 50 feet. Its installation cost nine thousand dollars, but the fact is that it grew from an artistic little exhibit along the same lines made ten years ago, and it has ever since paid its own way and is still doing so.

A big dominant feature, for instance, in the Pan-Pacific Building at the San Diego 1916 Exposition is the Hawaiian flag. It stretches nearly fifty feet along the wall space and in its center is a large oil painting of Hanalei Bay, although this picture seems lost on the great space of the flag. It has been necessary to place a large sign on this flag, stating that it is the Hawaiian emblem, as several indignant patriotic American women nearly mobbed the director of the building, declaring that they would not have a British flag the most prominent thing in the building. This is by long odds the largest and most beautiful flag on the Exposition grounds and people come from every direction to see the big Hawaiian flag.

One of the galleries in the Pan-Pacific Building has been turned into a club room for the newspaper men and women of San Diego as well as for those who visit the Exposition. Here Hawaiian coffee is on tap as well as light refreshments provided by the Pan-Pacific Club for the press and its friends. The newspapers of the Pacific countries as well as the magazines are kept on file.

In the main gallery has been installed a motion picture theatre and here the films and lantern shades of all Pacific lands are shown, the Pan-Pacific Club having secured the services of an experienced lecturer familiar with Pacific lands and their ambitions.

The work for the 1917 Pan-Pacific Exposition is well on its way, the following from the *Commercial Advertiser* of Honolulu on the day after the arrival of the delegates who were on their way to interest Australia, New Zealand and other Pacific lands, fairly outlines the beginning made.

"Several Pan-Pacific commissioners arrived yesterday on the "Sierra," bearing from H. J. Penford, Secretary of the San Diego Exhibition an invitation to the Pan-Pacific Club in Hawaii to call together the races about the Great Ocean during 1917 for a Pan-Pacific Exposition. It was later decided that Honolulu at the crossroads of the Great Ocean would be the one logical location for such a Pan-Pacific gathering.

"The project has appealed to the representatives of Pacific lands already approached. John Barrett, director of the Pan-American Union, and one of the vice-presidents of the Hands-Around-the-Pacific movement, has given assurances of his cooperation and will assist in getting the Latin-American countries to at least fill a South American building with their exhibits. Percy Hunter, the Australian vice-president of the movement, is returning to Sydney, where the local organization, The Millions Club of New South Wales, with its 3,000 members, will begin the

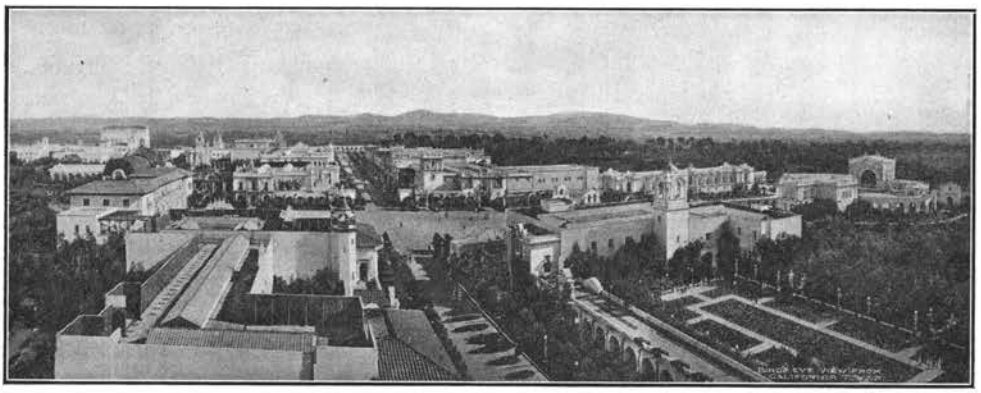
campaign for filling the Australian Building.

"The Filipinos have asked for an entire building for 1917, as has Alaska. Sir Joseph Ward, former premier of New Zealand and leader of the opposition there, is another keenly interested vice-president of the Hands-Around-the-Pacific movement, and an emmissary is on his way to the Antipodes. Word has been sent to S. Sheba, an officer of the Pan-Pacific Club now in Japan, to become active there, and even Siberia asks for a small building for 1917.

"The people of the mainland are taking up the co-operative feature of the Pan-Pacific work. It is getting much publicity, and Hawaii, at the crossroads of the Pacific, is looked to as the logical leader in getting the races and countries of the Pacific to work together. There are three great expositions to follow that at San Diego—the Industrial Fair in San Antonio in 1919; the world's exposition in Boston in 1920, and a great exposition in Japan. Nowadays countries no longer care to enter for awards—everyone gets them, so they become valueless. Instead, each country demands its own building where it displays its own exhibits, preferring co-operation to rivalry, so the exhibits are not entered for competitive awards, but merely to attract the public. Canada at the San Francisco Exposition spent a million and a half dollars on her building and in the installation and upkeep of the series of exhibits she has spent eighteen years collecting and perfecting. Every province of Canada is represented as a part of the complete whole.

"Now this is exactly the idea of the Pan-Pacific work. In the present Pan-Pacific Building at San Diego begins the nucleus of an exhibit that may be moved from one exposition to another. The least costly and most effective exhibit is based on the diorama plan, or series of dioramas entirely around a building, with the center space clear for individual exhibits. There has been secured a splendid beginning for this work for the 1917 Pan-Pacific Exposition from Canada, South America, Mexico, the Philippines, and Alaska. In continuance of this the present plan is to appeal, for instance, to each city in Australia through its branch of the Hands-Around-the-Pacific weekly luncheon club to send from Brisbane, Sydney, Melbourne, Adelaide, Perth and Hobart dioramas of these cities with their harbors displayed in the foreground with models, perhaps, of the larger steamers (from the steamship companies) floating in real water. The Dunedin Expansion League, the Thirty Thousand Club of Napier and the New Plymouth Expansion League in New Zealand are also being appealed to along the same lines. These dioramas are movable, easily taken to pieces and packed. It is needless to say that the Tourist Bureaux and State Railways of Australia are also being appealed to to send dioramas of their most striking scenery and industrial centers.

"In this, Hawaii can well afford to make the good beginning of a permanent movable exhibit that will attract attention and interest wherever it is displayed. At no great cost Hilo could provide a most excellent diorama, say thirty feet long, by fifteen feet high and fifteen feet deep, of Kilauea in action. The Maui Chamber of Commerce owes it to the Valley Island to reproduce for permanent exhibit Haleakala at Sunset and perhaps Iao Valley. Kauai should send a model of Waimea canyon to the world, for it is unrivalled. Those who saw the marvelous Javan dioramas (now treasured as gifts in the leading universities in America) at the San Francisco Exposition, will recall the interest they aroused. Oahu has her Pali, and the Outrigger Club will be asked to donate a diorama of our surfriders in action; and perhaps we may secure a diorama from the Trail and Mountain Club of our wonderful mountain haunts behind Honolulu.



A Birdseye View of the Exhibiiton Buildings at the San Diego Exposition.

"Now, too, seems to be the time when the sugar planters might well have prepared a series of dioramas depicting the sugar industry and its value to these islands. It would do no harm to show these in Honolulu, San Antonio, Boston and New York, with the loan in an off year to the Smithsonian Institute in Washington. No Pacific land can rival Hawaii in her possibilities for dramatic and scenic effect in the diorama field, and Colonel Hutchison of the Canadian Building in San Diego states that it is this effect that Canada relies on in its exhibition building to day. It is planned to call on Hawaii's greater color artists, Lionel Walden, Howard Hitchcock, and James A. Wilder for co-operative effort in starting this work in Hawaii.

"The American people for obvious reasons are beginning to look toward the Pacific. Let us meet their expectations half way and from now on work with the other Pacific countries to keep our attractions permanently before the American people. The work at the Pan-Pacific Building has been the first step in this direction. Its worth has been most flatteringly recognized, for we are invited to follow it up on a larger scale in 1917, with an eye to future opportunities. Hawaii has brought the people of the Pacific together for team work. Now let's play ball, and be at the bat in Honolulu in 1917."

On the same day the Honolulu *Star-Bulletin* commented as follows:

"Mr. Hunter arrived in Honolulu in the steamer 'Sierra' yesterday, in company with Alexander Hume Ford. The two met in San Diego, California, by appointment, Mr. Ford having made the 'date' by cable while Mr. Hunter was in London. Both are interested in the proposed Pan-Pacific Exposition in Honolulu in 1917, and it was to talk over the plans for this event that they met in the Pacific Coast city.

Speaking of the Pan-Pacific work Mr. Hunter said:

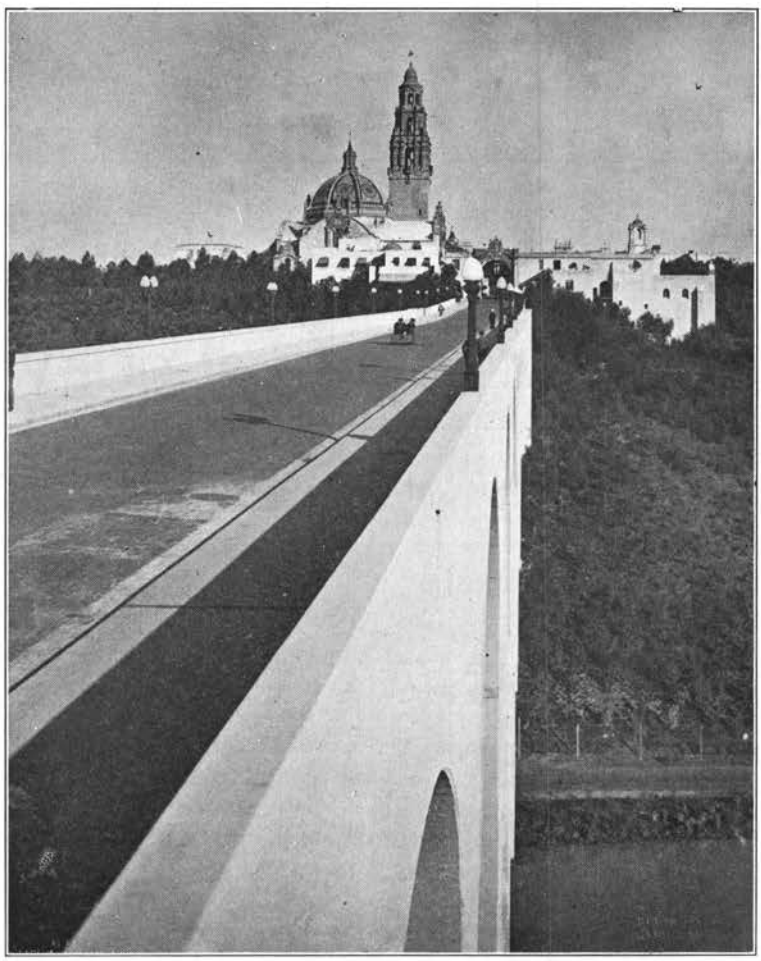
"On my way home I met Mr. Ford at San Diego to keep a cabled appointment, and to discuss the proposition of Pan-Pacific publicity work by means of a special and exclusive exposition at Honolulu in 1917. Mr. ord has received a very valuable offer from the secretary of the San Diego Exposition site and buildings (the city of San Diego) to place the entire concern at the disposal of the Pan-Pacific Club as sponsor for a Pan-Pacific exposition in 1917, but we have all agreed on further consideration of the matter that any Pan-Pacific exhibition should be held first at Honolulu, the cross-roads of the greatest of oceans.

"I immediately saw the tremendous possibilities for valuable work which this proposition contains, and cordially indorsed the proposal.

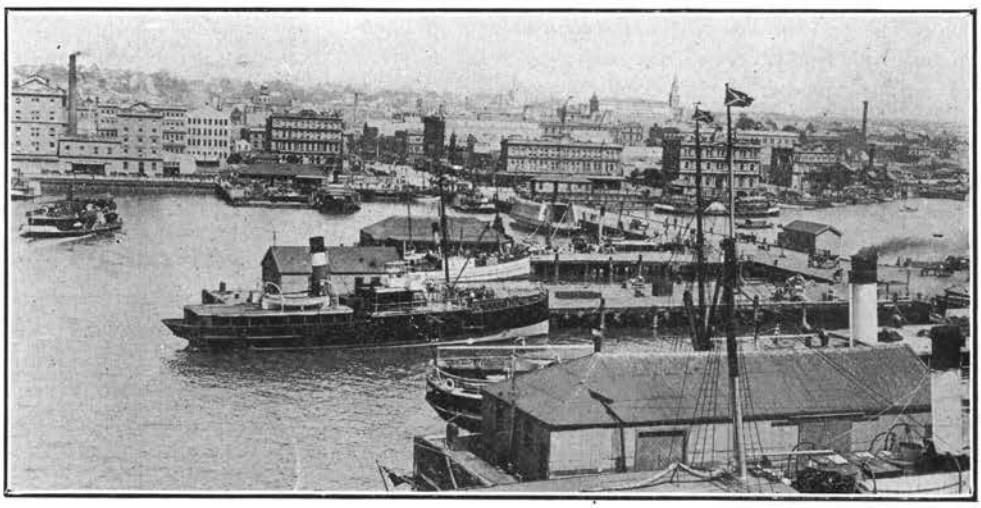
"Of course, in these times of war, it is rather too much to expect our Australian government to consider any expansion of publicity work, but, at the same time the leaders of our political movements are sufficiently far-sighted to realize that the war will not last forever, and that our tasks will be harder in consequence of our tremendous sacrifice, and therefore we cannot afford to ignore practical common-sense business methods.

"I expect to find, when I place the proposition before the Australian leaders, either government or civic, that we will secure sufficient support to make the Australian end of the Pan-Pacific venture entirely satisfactory."

"I propose to spend two days in Honolulu renewing my acquaintance with the beauty spots of the city, and in fully outlining with Mr. Ford the share Australia is to take in the 1917 movement, and also, incidentally, as a vice-president, to shoulder some of the burdens of the general work, and so help to relieve Mr. Ford of some of the work of general organization."



Viaduct and entrance to the 1916 *Exposition at San Diego.*



A busy New Zealand waterfront.

New Zealand Today

By CONSUL GENERAL ALFRED W. WINSLOW, *Auckland.*

NEW ZEALAND has a population of about 1,200,000 and has great natural resources, fertile soils, a delightful climate, and beautiful scenery. The Dominion has apparently solved some of the more important social and industrial problems in regard to labor and capital, and the working classes may be said to enjoy quite ideal conditions, wealth being more evenly divided than anywhere else in the world. There are few millionaires in New Zealand, but the per capita wealth amounts to about $1,250, and the foreign trade reaches about $200 per capita per annum. To date, less than one-tenth of the available land has been put under cultivation otherwise than for grazing, and much of that area even is not well cultivated.

The port of Auckland made a good showing during 1915 both financially and commercially, and in these particulars fairly represented the country in general. Auckland is the principal city of the Do-

minion, with a population of about 120,000, and is admirably located to become an important commercial center. It has a splendid harbor, and the business men of the city are wide-awake and progressive.

Financial conditions in general in New Zealand in 1915 were exceptionally good, the total revenue of the New Zealand Government amounted to $63,912,231 and the total expenditure to $63,196,179, leaving a balance of $716,052.

During the next few years the United States will be taking much more in imports from New Zealand, such as wool, fresh meat, butter, and cheese, which will have a tendency to increase American sales in this field. The sooner some definite action is taken along this line, the better for all concerned.

Only one American vessel touched at Auckland port during 1915, as against two for 1914.

Road building is quite extensively carried on, and a scheme has been put on foot to build a national automobile highway from Auckland to Wellington, a distance of 428 miles. Quite a portion of the road now is in fair condition. The estimated cost of this work is $1,459,950.

The harbor improvements in New Zealand are generally in charge of the harbor board at each port and not the New Zealand Government, and with splendid results, for New Zealand is well prepared to handle the commerce of the country.

This is especially true of the port of Auckland, where the harbor board controls over 73 square miles, with about 194 miles of seaboard. This is one of the safest harbors in the world.

It is proposed to cut a ship canal across the isthmus dividing the waters of the Pacific at this point at an estimated cost of $6,083,125. This would shorten the route to Australian ports from 100 to 200 miles and that between Auckland and Wellington by sea more than 200 miles.

The dairy industry in New Zealand is growing rapidly and is exceedingly profitable, especially for 1915, when prices of butter and cheese were very high and the United Kingdom took the entire product available for export, which was valued at $16,016,580 for the nine months ended September 30, of which amount $6,811,114 was for butter and $9,205,466 for cheese.

Up-to-date dairy machinery and methods are employed, such as cream separators, milking machines, churns, etc., many being of New Zealand manufacture. Especial attention has been given to the development of milking machines, which seem to have reached a very practical stage. There are 403 cheese and butter factories in New Zealand, with a total capacity, according to the latest available figures, of 31,858 tons and 40,247 tons, respectively, and the industry is rapidly developing.

Much care has been taken to develop the milk and butter-fat producing cow, and with good success, for quite a number of cows in the Dominion give more than 10,000 pounds of milk per season, containing more than 500 pounds of butter fat.

New Zealand is an agricultural and pastoral country, and the future promises much for these industries, especially for the latter. There are 16,265,890 acres under cultivation, of which more than 14,000,000 acres are seeded to grass. Only 1,729,504 acres are under crop, and 32,733 acres in orchards. Besides the above, 23,972,236 acres of native pasture land are privately owned. Of the foregoing amount 8,128,000 acres are held by 90 persons, in some cases individual holdings exceeding 150,000 acres. The Land Board of the New Zealand Government is taking over these large tracts and opening them to settlement to meet the demand on the part of small farmers for the land.

Many projects are under way to develop the wild lands, such as draining low and swampy lands and improving transportation facilities for the interior sections, and all with good results.

The fruit-growing industry is becoming an important factor in the development of the Dominion, covering in all about 40,000 acres, and including principally apples, peaches, plums, pears and grapes. The fruit in general ranks very high, and this is especially true of apples, which are exported to quite an extent to the United Kingdom, Argentina, and Uruguay, amounting in all during 1913 to 1,505,443 pounds. An effort is being made to greatly increase the export trade. A local publication called attention to the fact that New Zealand was well suited to supply the United States with fruit in the off season.

The raising of cattle and sheep is the most important industry of New Zealand, having contributed $121,195,108 of the total exports amounting to $145,851,803 for the year ended September 30, 1915, and it is growing rapidly. About 450,000 horses, 2,300,000 cattle, and 25,000,000 sheep were reported in this Dominion at the end of 1915.

The climate is ideal for sheep raising and the wool is of a high quality. The mean temperature at Wellington, which is located near the center of the Dominion, is 62.1 for the summer months and 47.9 for the winter months. Practically no feeding is required, live stock being able to graze the year round, which makes it exceedingly profitable for sheep raising, since the lambing percentage is from 90 to 105 per cent, besides an average fleece of between 9 and 10 pounds per annum.

North Island contains about 54 per cent of the sheep and 79 per cent of the cattle, and this is largely due to the milder climate and greater rainfall. The better grades of wool are grown in South Island.

There are thirty slaughterhouses in the Dominion, with a cold-storage capacity of 15,000 to 250,000 sheep carcasses, and more are under construction. The export of chilled meat for the first ten months of 1915 was valued at $30,172,300, and comprised 392,908 quarters of beef, 2,169,152 carcasses of mutton, and 3.058,021 carcasses of lamb, exported in sixty-two steamers.

Kauri lumber, which is considered the best finishing lumber on the market here, retails at $68.13 per thousand feet for first-class undressed inch boards under 24 feet in length, $54.74 for medium class, and $34.06 for second class. Oregon pine is $58.39 to $63.26 per thousand feet in the rough, same dimensions.

The cost of living has materially increased since the war broke out, and no indication is seen of a decrease soon, save in the matter of rents, which have decreased fully 5 per cent during the last six months. The increase for groceries averages 14.9 per cent since August 1, 1914; meats, 12.7 per cent; provisions, 11.8 per cent; and dairy products, 4.6 per cent, with a marked advance in clothing, furniture, and imported articles in general. Notwithstanding this, practically no destitution exists in the country, for a large majority began early to practice economy.

The people in general are well housed, and it would be difficult to find anywhere better home conditions than are found in this Dominion. A large proportion of the people of New Zealand own their own homes, which are largely of the bungalow type, on fair-sized, neatly-kept lots

Labor is well employed in New Zealand. No strikes of importance occur. Wages in general have been good, but there has been no marked advance, since this matter is largely regulated by the Government labor bureau and trade unions, and no person is expected to work for more or less than the wage fixed by authorities and trade unions.

Following are the rates of wages prevailing in Auckland and its vicinity at present as fixed by the dierent labor awards:

Barbers, $13.38 per week; blacksmiths, 27 to 32 cents per hour; bricklayers 39 cents per hour; butchers, $12.16 per week;

carpenters, 36 cents per hour; carriage makers, 33 cents per hour; clerks, $5.46 to $12.98 per week; coal miners, $2.31 to $2.73 per day; day laborers, $1.70 to $2.31 per day; electricians, 33 to 36 cents per hour; farm hands (with board) $4.86 to $7.29 per week; girls in shoe factories, $6.86 to $8.51 per week; harness makers, 28 cents per hour; painters, 33c per hour; plasterers, 36 cents per hour; plumbers, 34 cents per hour; printers $13.38 to $15.80 per week; servants, $3.40 to $6.07 per week.

The hours fixed vary from 45 to 48 per week, and overtime is usually paid at a one and one-half rate.

Much aid is given by the New Zealand Government to aid the working classes, such as advances for building of homes, accident and sick relief for one or more members of the family on payment of a small amount weekly, old-age pensions upon reaching the age of 65 for males and 60 for females if without an income of $292 and unable to care for oneself, cheap life insurance, etc.

The sanitary conditions in New Zealand are quite ideal. The birth rate is 26 per 1,000 and the death rate is less than 10 per 1,000, these being the averages for the past ten years.

The public schools are supplemented by manual training and domestic science work under competent instructors trained in normal schools. Agriculture is being taught in many of the country schools with splendid results.

Canadian interests have been making a strong bid for the trade of New Zealand with good success, having increased imports from $2,402,751 during the year ended September 30, 1914, to $3,244,953 for 1914-15. This was largely due to the preferential duty in favor of Canada and direct subsidized steamship lines to handle the freight. Canada has a trade commissioner located here and there is a strong disposition on the part of both Dominions to favor each other in trade.

It behooves the American manufacturer to get a foothold here now, when there is a demand for American goods, and to do this so well that his customer will dislike to break with him. This is no time to unload off-color goods in this part of the world. Everything must measure up to sample.

The following table shows the foreign commerce of New Zealand for 1914 and 1915, as divided by countries:

Countries—	Imports from		Exports to	
	1914	1915	1914	1915
United Kingdom	$58,329,606	$54,218,002	$104,064,705	$123,555,713
Canada	2,331,735	3,882,571	2,898,541	4,505,518
Australia	3,376,371	3,554,535	9,384,607	12,402,786
Belgium	537,218	17,281	7,592	5
France	718,670	643,356	1,104,827	10,511
Germany	1,907,572	53,489	2,219,917	15
Netherlands	618,230	400,784	3,645	15
Japan	912,473	1,480,983	289,596	668,968
Philippine Islands	107,121	117,706	151	54
United States	11,110,054	12,654,107	5,003,025	9,764,606
All other countries	26,323,641	28,711,557	2,824,726	3,597,829
Total	106,362,691	105,743,371	127,801,332	154,506,080

Japanese interests have greatly increased the sale of their wares in New Zealand, and they seem to be awake to the future. They are pushing for better shipping facilities, which promises to result in a line from Japan to New Zealand, via Australia, which will mean much for Japanese trade in these countries.

There is hardly a manufactured article that Japan is not turning out at the present time, says the New Zealand Herald, and she makes no secret of the fact that she is endeavoring to get a strong hold on the world's markets, especially those that were formerly flooded with German goods. During the last month or so there have arrived in Wellington goods that prior to the war Japan had not attempted to manufacture. These include ironmongery and such implements as garden tools, which are evidently intended to be a replica of the American-made article. Other goods just arrived are locks, shelf brackets, sash brackets, sash rollers, and hasps and staples. Leather purses (all grades and varieties), scents and soaps, lead pencils, ink erasers and stationery of all kinds, fountain pens, surgical and rubber goods such as hot-water bottles, barbers' instruments, vacuum flasks, Panama hats, basket ware and suit cases are only a few of the Japanese lines to recently find their way to the Wellington market. In brush ware the Japanese have made great strides, and they are now going in for the better quality of article.

Foreign commerce between New Zealand and the United States has been increasing very rapidly during the past few years, and this was especially true in 1915, as indicated by the following table giving the imports and exports for the last four years:

Years—	Imports from United States	Exports to United States	Total United States trade.
1912	$9,974,466	$3,022,038	$12,996,504
1913	10,258,533	4,438,496	14,697,029
1914	11,110,054	5,003,025	16,113,079
1915	12,654,107	9,764,666	22,419,773

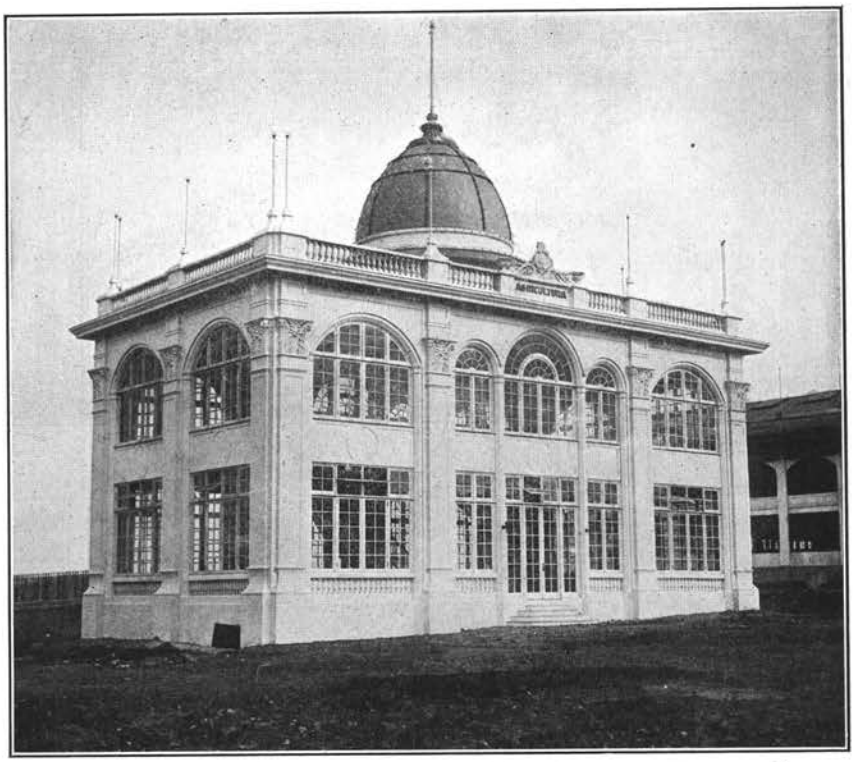
The foregoing statement shows that exports to the United States have increased much more rapidly than imports from the United States. The president of the Auckland Chamber of Commerce says:

"There is no doubt that one of the principal causes for the increase in our exports is the larger quantity of wool shipped direct to American ports since the removal by the United States authorities of the import duty on wool. The exact figures are not yet available, but it may, I think, be safely assumed that wool to the value of at least one million sterling has been purchased for American accounts during the last two or three months."

There is a large amount of good business in New Zealand for American manufacturers if they will come after it, instead of waiting for the merchants of this country to go after it with the cash in hand. This field is ready for active work, but customers must be looked up and allowed fair credits, such as sight draft against shipping documents at port of shipment, or 30, 60, or 90 days for some lines. There are plenty of reliable houses here that have been enjoying these concessions from European manufacturers and will return to them after the war closes, unless the American manufacturer and exporter establishes himself on a similar footing and is ready to give similar accommodations whenever possible.

The Palace of Fine Arts at the Panama Exposition, Panama City.

The Administration Building at the National Exposition of Panama, Panama City.



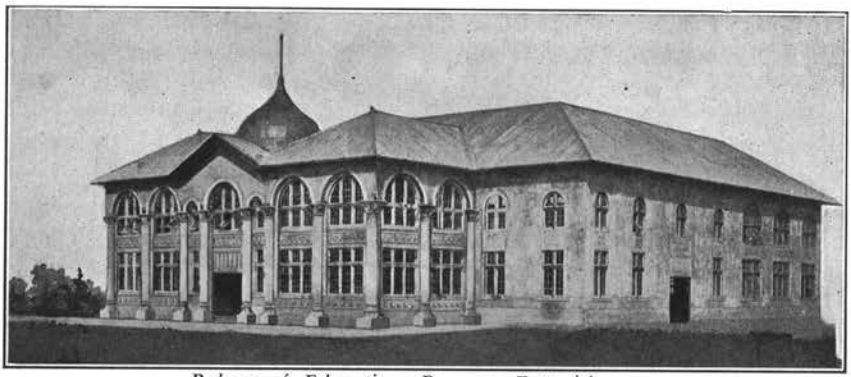
Palace of Agriculture at the National Exposition of Panama, Panama City.

The Panama National Exposition

By THE EDITOR OF THE PAN-AMERICAN UNION BULLETIN.

THE Panama National Exposition was formally opened with appropriate ceremonies on February 6, 1916, and is now complete and in full operation. The opening address by the President of the Republic of Panama, Don Belisario Porras, was the chief feature on the afternoon of the opening, the grounds having been thrown open free of charge to the large crowd in attendance. Parades of school children, of the various fire departments, and of the uniformed police added to the interest of the occasion, while official receptions, fireworks, and a general illumination made up the program for the night entertainments.

The exposition grounds are just north of the city of Panama, on the shore road to old Panama, the ancient ruins of the city made famous in the tales of the buccaneering days of the Spanish Main and which was finally sacked and destroyed by that doughty old pirate, Morgan. They rise in a gentle slope from the beach of the Bay



Palace of Education, Panama Exposition.

of Panama. The "Gran Vila," or central promenade of the exposition commands a fine view of the bay, of its little fortified islands, and of the vast expanse of the open Pacific beyond. To the right, as one looks out over the bay, is the city of Panama extending seaward to a point, while to the left, at but a little distance is the edge of a dense forest. Far beyond this forest, perhaps some sixty miles away, stands the celebrated "peak in Darien" from which Vasco Nuñez de Balboa first beheld the great ocean called by the Spaniards the "South Sea," little dreaming that 400 years later an exposition would commemorate the event especially in his honor.

Arranged in squares about a large central plaza are the seven principal structures of the exposition. These are the Hall of Fine Arts, the Education, Commerce, Agricultural and Horticultural, and Administration buildings, and the fine permanent edifices of Spain and of Cuba. After the close of the exposition the two last named are to serve as the permanent homes of the legations of these countries, Of the buildings erected by the Government of Panama two are also of permanent character, one being destined to serve as the permanent official residence of the Presidents of the Republic and the other to be transformed into a national museum.

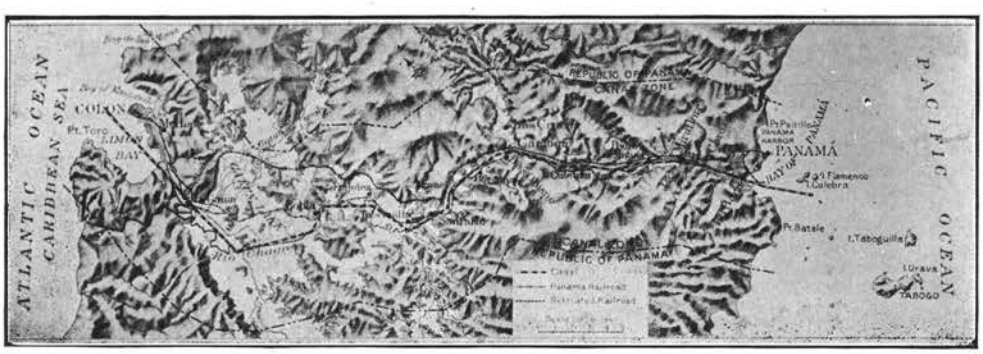
The most important features of the exposition are the exhibits of the natural resources of the Republic of Panama. The management has succeeded in collecting a splendid variety of specimens showing the diversified fauna and flora of the country. As an instance may be mentioned the fact that among the many varieties and species of birds exhibited there are no less than twenty-five different species of pigeons and doves. Many specimens of large and small mammals and of rare species of fish are among the most interesting of the exhibits, while the forestal wealth of the country is demonstrated by samples of hundreds of varieties of fine timber and cabinet woods. Among them are samples of wood that is lighter than cork, while others are of timber that is heavier that water. The forests of Panama, containing many of the most valuable cabinet woods known, have as yet remained practically unexplored. Millions of acres of dense tropical forests have never been explored and await only the advent of men with sufficient capital to add their riches to the world.

To many of the Latin-American visitors the exhibition of the United States Government is perhaps the most interesting. The United States commissioner, Mr. William E. Tuttle, succeeded in his efforts to have the United States transfer its fine exhibit from the great Panama-Pacific Exposition at San Francisco, after its close, to the exposition at Panama. As a consequence, it is the best and most comprehensive exhibition the United States Government has ever sent to a foreign country. In

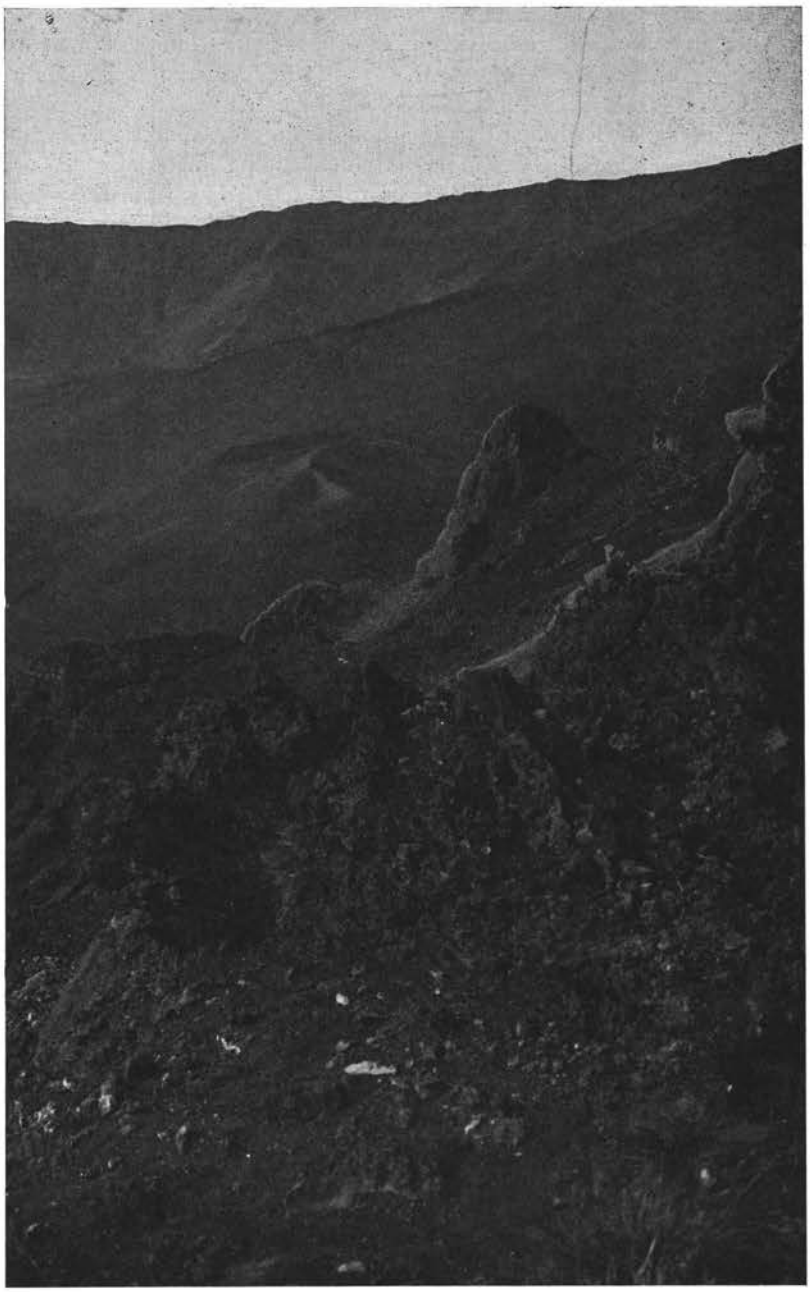
it are included exhibits of every governmental department, among the most notable being those of the Army and Navy, the Public Roads Office, the Geological Survey, the Coast Guard, the Bureau of Standards, the Bureau of Lighthouses, the Panama Canal, the Bureau of Mines, the Bureau of Fisheries and the Bureau of Education. In addition to these exhibits splendid motion pictures of the multifold activities of the United States Government are presented daily in the theatre in the Hall of Commerce.

In accordance with the general custom of expositions, the management of the Panama Exposition has set apart certain days in honor of the various nations participating. The anniversary of Washington's Birthday, February 22, was designated as "United States Day," and upon this occasion was declared a nationol holiday, marking the formal opening of the United States exhibit. The occasion was celebrated most enthusiastically. Appropriate exercises were held and the day was celebrated by military maneuvers, drilling contests, various games, and athletic contests. Over 15,000 people were in attendance and attested their appreciation of the active participation of the United States in the exposition. The President of Panama and other state and exposition officials were entertained at a luncheon by the United States commissioner, the day's activities adding materially to the already cordial relations existing between the representatives and peoples of the two republics.

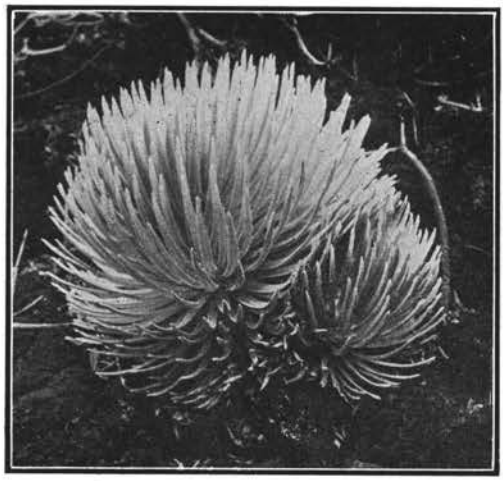
Considering the disadvantages and handicaps under which Panama has labored to launch this exposition at a time when the financial depression resulting from the European war has prevented the full cooperation of other foreign governments except those of Spain, Cuba, and the United States, the Government of the Republic and the management of the exposition are both to be congratulated upon their success. The exposition stands today as an example of the energy, courage, and independence of the Republic of Panama, and will accomplish much in the way of showing to the world something of the fine spirit of its people as well as of calling attention to the great natural resources of the country.



The Panama Canal.



Hale, in Hawaiian, means "house," and a-ka-la means "of the sun." At dawn, when the clouds come pouring over the rim of Haleakala and fill up the vast crater with fleecy whiteness, it is indeed the house of the sun, for the day god soon turns to crimson the fleecy clouds and drives them from his abode.



The Silver-Sword, Which Grows Only in "the House of the Sun."

Alone Before "The House of the Sun"

A graphic description by one who has viewed the greatest wonder of the world.

By JOHN P. CLUM

THOUSANDS of tourists and many scientists have seen and marveled at the wonders of Halemaumau, "the house of everlasting fire," in the volcano of Kilauea, but comparatively few eyes of the present day have looked upon the wonders of the island of Maui, the second in size of the Hawaiian Islands. To me, this "valley isle" is the most interesting of the group.

Passing through the beautiful Iao (bloody) Valley, one sees on either side great canyons, towering peaks, tumbling waterfalls and sweeping vistas in the midst of exquisite draperies of tropical foliage, but a new zest permeates the soul as we near the beginning of our trip to the summit of Haleakala, "The House of the Sun."

I had learned that Haleakala is the name of the largest extinct crater in the world; that its rim rests 10,037 feet above the surface of the sea; that the crater includes an area of over seventeen square miles—more than 11,000 acres; that the great pit is about 2,000 feet deep, and that some of the cones rise more than 1,000 feet above the floor. That is all I knew of Haleakala.

. . . . . .

Staunch animals were provided for the final eight-mile trail trip to the summit, which trail zig-zags up the western slope of the mountain. Bravely we penetrated the chilly mists of the cloud belt which encircled the great peak and effectually obstructed the view. Thus we ploded slowly upward until within about a mile from the summit, when, suddenly, we broke through the mists and emerged into the bright sunshine, and half an hour

later were standing by the stone cabin close to the crater's rim. We paused a moment for rest and reflection and from here I went on alone.

An extraordinary vista stretched away toward the western horizon. The canyons, the lower reaches of the mountain slopes, the plantations, the villages and the sea were submerged in the masses of billowing clouds which rolled beneath us, while in this higher world to which I had ascended all was bright sunshine—and so it should be—for had I not arrived at the very portal of "The House of the Sun?"

Favored, indeed, was I among mortals to be thus permitted to stand in the clean air of this altitude, the island peaks jutting here and there above the surface of the bright cloud-sea around me, the slanting rays of the descending sun already scattering a myriad of softest tints, and myself conscious of the fact that a few more steps would unfold to my enraptured vision the mysteries and the marvels of the great Haleakala.

As I turned toward the rim, the bright afternoon sun was at my back pouring a flood of light into the crater, illuminating every surface that could meet the eye, developing the complete scope of the mighty crater and emphasizing every detail of form and color.

With keenest expectation I moved to the brink of the yawning abyss. Suddenly the curtain began to fall away—for the picture opens from the rim downwards. In an instand the vast crater lay unfolded before my astonished vision. So quickly does the marvelous panorama broaden and deepen and flash into view that the mind is momentarily dazed with the magnitude and the magnificence of the gleaming spectacle.

I found that my anticipation was puny in comparison with the sublime reality. The majesty of the scene irresistibly draws one nearer and nearer to the brink in order that the eye may command every detail of the soul-stirring panorama. I found myself unconsciously muttering such week words as "wonderful," "glorious," "magnificent," "tremendous," "superlative."

Who can picture the undescribable? The walls of the crater in some parts are bare and sheer from rim to floor, other sections have been reduced to steep grades by disintegration, while at two points the walls appear to have been torn away by some tremendous explosion, thus allowing egress to the sea.

The vast floor of the crater—seventeen square miles in area—is occupied with a score or more of cones, some exceeding 1,000 feet in height, which are doubtless the result of the final convulsion. Within each cone there is a crater from which (long ago) roared great columns of flame —marking the death throes of the expiring monster of the pit.

You will undertake to imagine the great crater as it was when filled with a seething lake of molten lava like Kilauea, and then you will endeavor to picture the final grand but terrifying display when the cones were formed. But very soon you will abandon the fanciful and devote yourself to a full enjoyment of the regal reality.

The final eruption appears to have emitted chiefly sand and cinders, and so intead of huge masses of black, jagged and repelling lava, the great floor of the crater is filled with symmetrical cones of soft appearing material (sand and fine cinders) with every surface smoothed and rounded and many of the crests and slopes reflecting a variety of rich colorings in reds and browns and grays and blacks, harmoniously blended, and which impart wonderful brilliancy and life and beauty to the scene.

Here, indeed, is the regal throne of the fire-goddess Pele at the zenith of her reign

of might and terror, and although she has removed her abode to the Halemaumau of Kilauea, she has left her royal apartments at Haleakala completely furnished and ready for instant occupation should she determine at any time to resume her fiery sway on Maui.

The scene at Kilauea's brink is more or less terrifying, but there is no sensation of fear of the mighty forces that were once supreme at Haleakala. Here now one is conscious only of grandeur and tranquility and peace—a magic in the silence and the desolation and the solitude—an unutterable majesty in the calm repose.

One is opposed with a mingled feeling of humility and of gratitude: humble in the presence of such evidences of infinite power, and grateful for the rare privilege of viewing the marvelous spectacle in all the majesty of its grandeur.

It does not seem possible that the picture could be extended and yet Nature, so generous and so prolific, permitted me to view from Haleakala's lofty brow one of the most glorious sunsets that mortal eye ever witnessed.

Remember that Haleakala and I occupied our own sunlit world—high up—ten thousand feet above the surf—with a landscape of soft, rolling clouds stretching away beneath, and yet other filmy clouds to catch and hold the sun tints in the heavens.

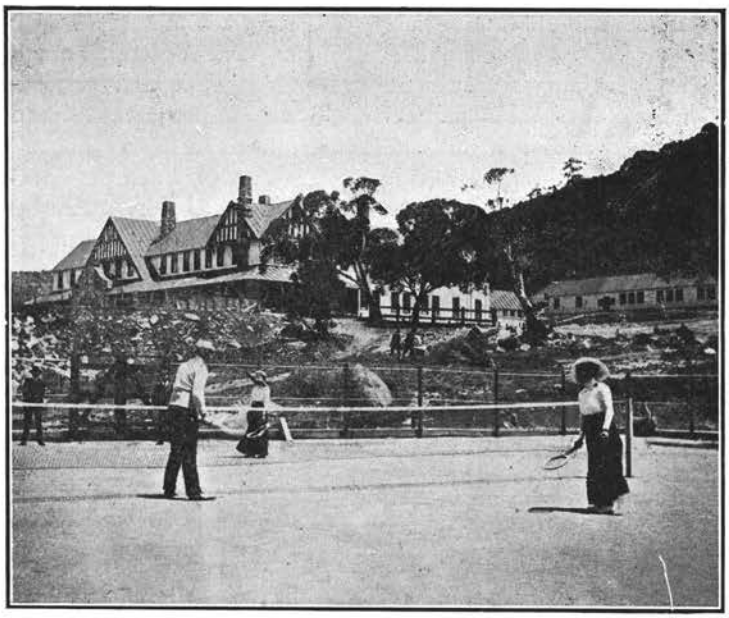
And so the sun went down in a regal splendor of gold and russet and crimson, and the rich and ever-changeful glow lingered long, and the clouds below and the clouds above snatched every color from the changing lights—while directly in the zenith poised the silver moon. The splendor and the glory of the sunset on the one hand and the majesty and the grandeur of Haleakala on the other—and I alone upon the crater's brink.

I thought of the millons who would never stand on Haleakala's towering crest and see what I had seen. I stood amazed to think that profligate Nature should provide such a glory for the delight and exultation of one poor soul—conscious of but one regret that I was alone.

Anon the soft lights faded and the shadows fell, and one by one the bright stars swung to their appointed places in the tranquil heavens.

In the Crater.

Percy Hunter, the organizer and director of the now world-famous Government Tourist Bureau of New South Wales, has made a wonderful record in Australia, raising hundreds of thousands of pounds for the Belgian relief funds, and this in addition to conducting Challis House, Sydney, and the great buildings on Melbourne Place, Strand, London.



Hotel Kosciusko and the Tennis Courts.

The Tourist Bureau of New South Wales

Its business methods described by its organizer and director.

By PERCY HUNTER

EACH succeeding year shows gratifying results of the work done by the Tourist Bureau of New South Wales. This is evidenced in a marked degree by the number of local bureaux established not only in our state but throughout the Commonwealth. Local bodies, notably at Bathurst, Braidwood, Wollongong, and other centers have sought our advice in the formation of local bureaux, where visitors are accorded a welcome and information. These increasing facilities to tourists, as well as the well-known factors of good seasons and larger and better steamship accommodation, have all tended to produce the marked increase in the numbers of the traveling public. Our objective—that the New South Wales public should know their own state first—is also meeting with recognition from those amongst us who annually take holidays, while the world-wide distribution of our literature is having the effect of bringing to New South Wales a larger proportion of old-land visitors than ever before. This increase of oversea visitors is inducing the shipping companies to build larger and faster steamers, and the inter-state companies find that their enterprise in placing large up-to-date vessels on the coasts is meeting with satisfactory results.

Special effort is directed to the prompt

discharge of another important function, namely, the answering of the inquiries which flood the Bureau immediately after the arrival of the ocean steamers, particularly those from America, and in this connection it should be stated that the daily advent of the commodious inter-state liners' visitors keeps a throng of travelers constantly moving through the Bureau. Particularly at the Jenolan Caves and the Hotel Kosciusko is the increase of oversea tourists marked. This influx is having an effect upon the metropolitan hotels also, where at certain seasons of the year great difficulty is experienced in securing accommodation. I am glad to notice the enterprise exhibited, whereby many of our leading hotels, both in city and country, have been modernized, and I feel sure the capital so invested will, eventually, pay handsome dividends. I cannot let this opportunity pass without specially referring to the enterprise which has brought about the improvement in a most marked manner of several of the hotels on the Blue Mountains. It is to be regretted that this spirit has not been evidenced in some of our country towns where traffic has increased in a marked degree, but accommodation for travelers has been allowed to remain as it was years ago. Nevertheless, in some places the installation of lighting, water and sewerage systems has wonderfully improved many hotels. Some kind of supervision should be given to boarding and accommodation houses so that a guarantee can be afforded to the public that sanitation at least has been properly provided. Tourists often complain of the absence of even elementary comforts in these particulars at some of the fashionable resorts. Those establishments which pay strict attention to such details as well as to the usual and more apparent comforts reap the reward of the foresight.

The opening of the railway to Taree has made possible new round-tours, returning via Myall Lakes or steamer from Port Macquarie and Kempsey, and personally conducted tours were arranged over these routes. The Federal Territory and Burrinjuck is a popular trip, which tourists will be encouraged to make as soon as better facilities are available.

An unprecedented development has been made in the regular motor services of this state. Powerful transportation companies, with numbers of well-equipped and luxurious touring cars, now conduct regular services between many towns that are not linked up by rail. Particularly is this noticeable on the North Coast and Northern Tableland. A new service is now running from Taree to Grafton, connecting up-the-river towns. Well-appointed cars also run regularly from Armidale, Glen Innes and Tenterfield to the river towns and also the middle west. With headquarters at Cooma and Bega, well-established companies now operate throughout the whole of the southern districts, stretching from Nowra to Eden and across to Tumut. These companies open up very great possibilities, and it is frequently found that owners of private cars prefer to travel by the regular services or obtain special cars from the companies, finding that the comfort is just the same, whilst worry and a good deal of expense is avoided. A popular motor service is that now provided between the tram terminus at Narrabeen and Pittwater. The commodious touring car which leaves the Tourist Bureau twice daily for trips round Sydney, varying on one day to National Park and another overland to Narrabeen, has been well patronized; and there is no doubt that in the near future this traffic will extend very considerably.

The Hotel Kosciusko, which is owned by the Tourist Bureau, during the past twelve months, has experienced the most successful year since it was built. Continuing under the same able management, the enlarged building, completed since my last report was submitted, has at times been taxed to its utmost capacity — a

pleasing and hopeful feature being the increased patronage afforded the hotel during last summer. Now that the building —containing a ballroom, billiard-room, and practically every modern convenience and comfort—has been completed, special attention is being paid to the provision of outside attractions and amusements for the guests. The Kosciusko Golf Club has been formed, and, as a large number of members is enrolled, good sport during the ensuing season is anticipated. The tennis courts are in first-class order, and greatly in demand during the summer months. They are being extended at the present time, which fact should be an added attraction. A croquet lawn, in a beautiful position overlooking the lake, has been turfed, and should be in playing condition before the summer is far advanced. There are at present 45 miles of well defined tracks, suitable for walking or riding, leading from the hotel to various sites of interest within easy distance of the hotel. The extension of these tracks is being kept in view.

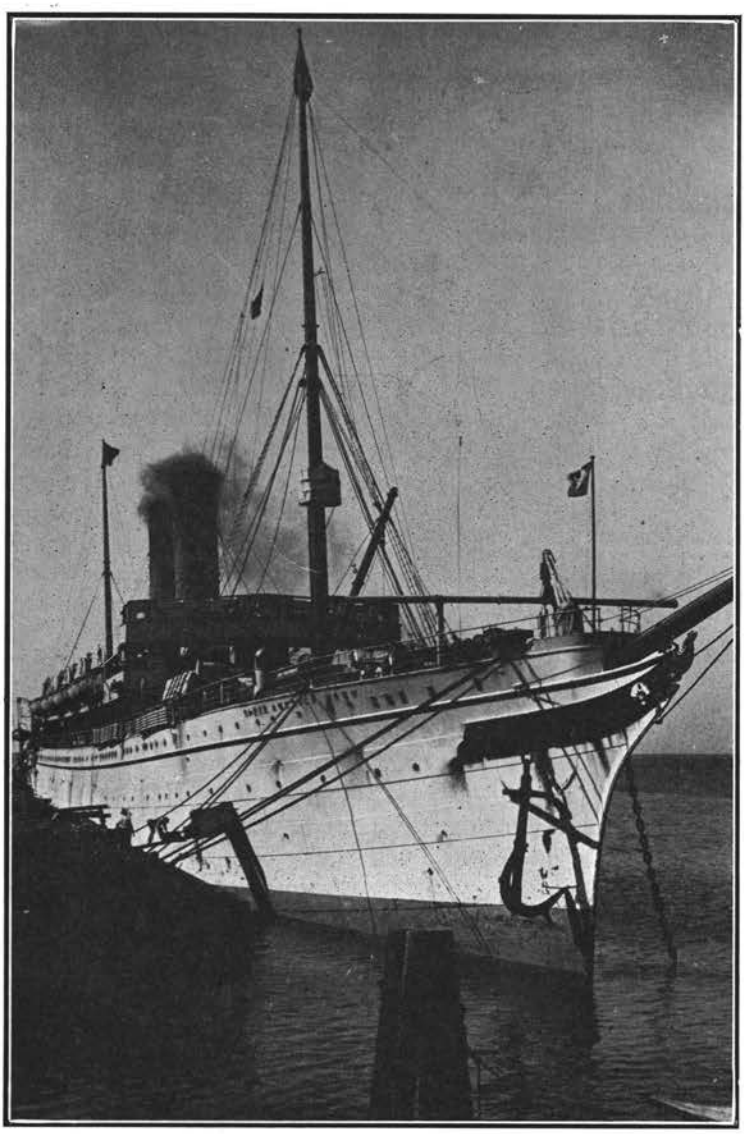
The trout fishing in Piper's and Spencer's creeks, Island Bend and Long Corner on the Snowy River, and Friday Flat and other points on the Thredbo River, all handy to the hotel, has the proud distinction of being the best on the Southern Tableland for last season. It is probably the equal of any trout fishing in the world. Fresh fry, supplied by the Fisheries Department, is placed in suitable places in the mountain streams each season, with a view to assuring the future of these already famous rivers, from an angler's point of view.

Arctic dogs and sledges, presented to the Government by the management of the Captain Scott and Dr. Mawson Expeditions, have proved attractive and useful features. It is hoped that in the near future a full team will be ready for real transportation work in the snow.

The beautifully situated lake in front of the hotel has been well stocked with various species of waterfowl, which lends a live appearance to the scene. Steps are being taken to secure enlarged reserves adjacent to the hotel, with the view of protecting the natural flora and introducing attractive fauna.

The winter seasons at Kosciusko have increased the popularity of ice and snow sports, and the season just passed excelled in very respect those which preceded it. It is pleasing to note that the patrons of one year are in many cases the earliest applicants for accommodation for the year following. There is every prospect that before long the hotel will prove to be an exteremely profitable state asset.

Ready for a Thrill at Kosciusko.



The great, white, yacht-like steamers of the T. K. K. now carry the fame of Japanese shipping to almost every quarter of the globe. This is the line that a self-made Japanese built up in half a lifetime.

Mr. Asano and Secretary.

Japan-America and the Canal

Any man who has done what Soichiro Asano has done, is worth listening to.

By SOICHIRO ASANO

President of the Toyo Kishen Kaisha, the most important steamship company under the Japanese flag

BY THE time peace is again restored, the merchant marine of the world will doubtless have dwindled into half its former magnificance, and years will be required for its restoration.

But our sense of loss will be even more keenly felt when we consider that the first relief to the countries devasted by the war must be brought by the ships and that the progress of rebuilding of the world's industrial structure must depend largely upon the ocean carriers. It is indeed a problem which affects every man and the solution of which will tax the mind of the greatest genius.

Before any attempt, however is made to solve the problem, it will be well to consider the directions in which the post-bellum commerce is most likely to move and to see who will assume the roles of suppliers and buyers in the international exchange.

The greatest producing nations of Europe have been thrown into the vortex of the struggle and their industrial or-

ganizations have been disorganized beyond the possibility of recovery for some years to come. Before the war, Germany had been pushing the standards of her industrial activities with unparalleled vigor throughout the world. But now whatever may be the result of the conflict, it does not seem possible that even the dauntless Germans will be able to carry on the campaign of "Made in Germany" with any degree of effectiveness. Great Britain, with her highly skilled laborers, engaged in complex and specialized industries, will be fully taxed to take care of her natural market and will not have the extra energy to meet the demands of the coarser and cheaper trade, especially those of the Oriental markets. The world must necessarily seek for new sources of supplies and must naturally turn to the United States and Japan.

The present conflict has great moral lessons to teach to the nations of the earth, buth warring and peaceful. And I believe that the people of the United States have been impressed with the stern messages more than any other. I believe I am not greatly mistaken in my impression that the recent tendency in the United States toward unnecessary extravagance and frivolity—if I may use that expression to describe the unbounded gaiety, which seemed to have become so rampant in the recent years—has been stayed within the past few months. The Americans seem to be facing the terrible realities of life with greater seriousness and are preparing to supply the needs of the world. As for Japan, we have here a great population of most adaptable hands, full of vitality and anxious for work, a nation ready and eager to respond to the call of the international market.

Thus the problem of the shipping industry seems naturally to be to furnish those that may be called international suppliers with the necessary raw materials and to carry the finished products to the markets. And in solving this problem, we have the aid of the new and significant Panama Canal, which was opened during the war and the possibilities of which are yet unknown and untried.

Just how far the new water way, joining together the two great oceans, will affect the movements of the ocean carriers, no one can prophesy at this hour, and is, in itself, a great question, which is being studied by the students of international trade. Without doubt, however, quite a large portion of the trade now taking the Suez route to the Orient will be turned westward to proceed through the Panama Canal. Moreover, there have been in the past years and there are even at the present time, many substantial cargo boats engaged in almost-around-the-world trade: proceeding from New York to London, thence through the Mediterranean and Suez Canal to the Orient and on to the Pacific Coast of the United States; and on the return voyages retracing almost the same course in the opposite direction. It is yet premature to forecast whether these freighters will continue in their accustomed course or will use the Panama Canal to complete the great circle and to return to New York to start over on their world-circling voyage. But already many carriers have been sent around the world with good profit and success; and there is much promise of extensive development in this trade.

Furthermore, I believe there will be developed with the Panama Canal as the center, a new and important system of ocean transportation. The comparatively small and slow freighters, engaged in long voyages, will not prove adequate to meet all the requirements of the commerce. Frequency and rapidity of movement will become the deciding factors in the competition; and it seems to be more in accord with the spirit of the age and demands of the times to look for gigantic and speedy ocean leviathans, traversing the highways of the two great oceans, with the Ameri-

can continent as the center and extending on one side to Europe and on the other to the Orient. These great carriers will be fed with cargoes by speedy coasting steamers, running from New York to San Francisco and Seattle through the Panama Canal. And the greatest opportunity in history will be afforded to the shipping industry of Japan.

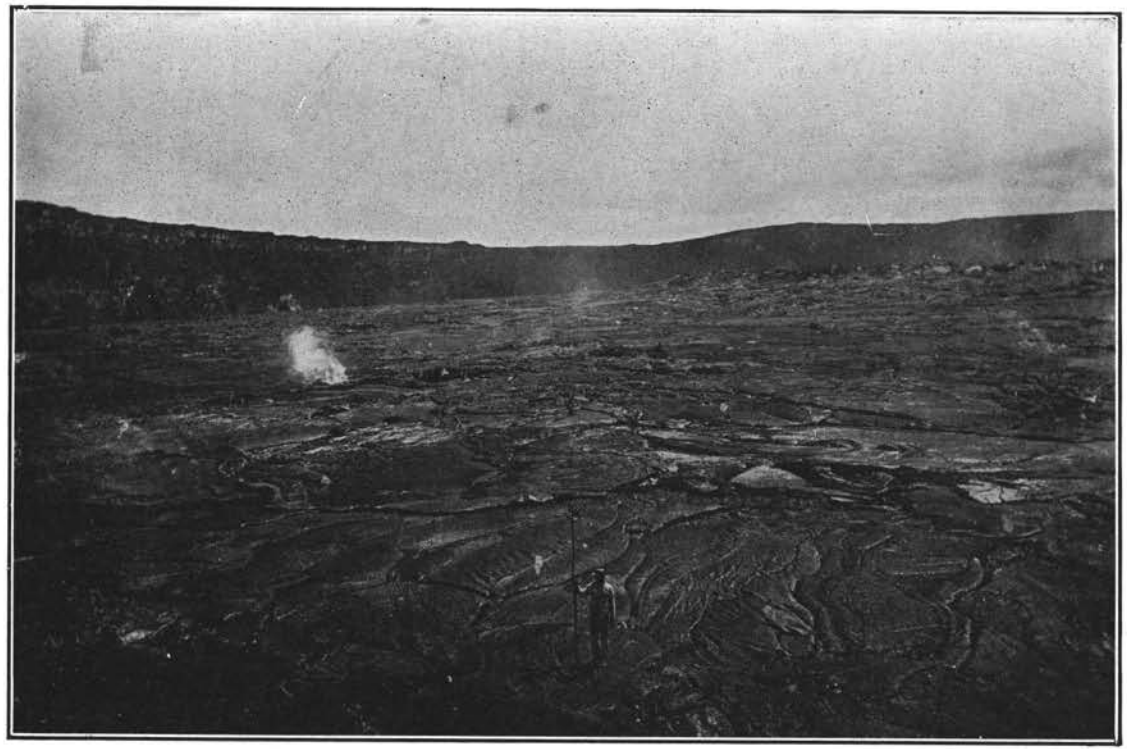
The United States has not been a great merchant marine power in the recent years, and it does not seem probable that she will make any radical move in this direction in the near future. She has within her own boundaries practically unlimited resources to develop, requiring all the energy of the nation, and American capitalists and laborers are too shrewd to leave their profitable soil to engage in this uncertain and less lucrative trade of the sea. On the other hand, we have in Japan an overflowing population, accustomed to the life of the sea and crowded within the narrow limits of the island Empire. The valuable American products, produced in great abundance, cannot hope to obtain the highest economic returns in their well supplied markets at home; but once brought to the Orient they will enjoy the advantages of almost boundless market. And the service of transporting the commodities from the producers in America to the consumers in the Orient, will naturally be performed by the Japanese ships. I believe my pet hobby is not without good foundation; and in a comparatively few years we will see a mighty fleet of Japanese vessels carrying from the Pacific Coast ports of the United States immense cargoes composed of the products of that coast as well as those of the interior and the Atlantic states, brought by the railways or by the coastwise vessels through the new waterway.

The Panama Canal will thus open up a new trade route, making the dream of Columbus a reality, and there will be a dawn of a new day for the trade on the Pacific and throughout the world.

I have tried thus far to express a few thoughts, in a rambling way, on how the commerce after the war is most likely to move, and how it will be affected by the Panama Canal. The expressions of this nature, however, are at best beset by the weaknesses of speculative thoughts. Yet whatever be the actual result, this much is certain that the new canal will bring the nations of the earth into most intimate touch, and Japan and the United States especially will be brought into the closest of relations.

There are men who come out in periodic spasms, warning against the imminence of a Japanese-American war, but I am one of those firm in the belief that there will not be any such war. It is quite true that in certain parts of the United States there exists strong anti-Japanese feeling, but this is an opinion held simply by certain people only and is an extreme attitude not entertained or justified by the intelligent public. Japan and the United States have long been bound together by the closest ties of friendship; and in the recent years, the traditional relations have been firmly cemented by growing mutual interests and commercial inter-dependence.

Until recently the United States has been a great customer of Japan, but steadily the position has been reversed, and Japan has become a great importer from across the Pacific. Japan today imports from America over 400,000 bales of raw cotton and 10,000,000 cases of kerosene per year, not to speak of immense quantities of machinery and other products; and in exchange for all these, she exports raw silk, silk goods and tea, quite inconsiderable in comparison. While the excess of imports over exports is not always to be welcomed, I rather welcome the heavy importation of this nature from America, because they furnish work for thousands of hands and laborers in Japan.



Kilauea is the busiest volcano in the world, its lake of fire is ever active and several scientists are always present to note, day and night, its changes and alterations, while tourists and visitors motor to the very edge of the pit of molten lava.

A Blowhole.

The Busiest Volcano in the World

Mr. Powers is, first of all, a scientist, then a lover of the wonderful.

By SIDNEY POWERS, Geological Museum, Cambridge, Mass.

THE first record of the activity of Kilauea is that of a catastrophe. An army of Hawaiians reached the crater at the beginning of explosive eruptions which continued for two days while they paused near the crater to make offerings to Pele, for they were afraid that they had angered the fickle goddess by throwing rocks into the crater. On the third day they left by the Kau desert on the west, in three divisions, but before proceding far, a great eruption took place. in which bombs, ashes and dust were ejected. In the first section of the army, a few people were suffocated, and the remainder escaped by running. The third section was unharmed, but when it overtook the second section, it found them, 80 in number, all suffocated, through retaining every appearance of life. The remains of these victims of Pele's wrath remained unburied, and some of the bones were found as late as 1864 on the desert.

At present Kilauea is a dome rising to an elevation of 4000 feet. One side of the dome is buried under the loftier dome of Mauna Loa, and the slope of the latter mountain commences within two miles of the summit of Kilauea. The summits of both domes have collapsed to form oval depressions, or "sinks," the floors of which are covered by fresh lava. The Kilauea sink is 3 miles long and 2 miles wide, with several subsidiary depressions. Near one end of the Kilauea sink is the crater Halemaumau, "the house of everlasting fire," in which a liquid lava lake is usually present. There is no corresponding crater in the Mauna Loa sink, Mokuaweoweo, but temporary lakes are formed on the floor by lava which rises through narrow fissures at the time of activity.

The history of Kilauea is known since 1823, and, with the exception of an occasional year or two of repose, liquid lava has always been visible either in Halemaumau or other lava lakes. In no other volcano in the world have lava lakes been so persistently active. This history of Kilauea records the slow filling of the crater by the fluctuating rise of the lava, followed by collapse, caused in several instances by lava breaking out of the side of the mountain and pouring down the sides of the dome into the sea. During the maximum rises, lava frequently pours over the edges of the lava lakes on to the floor of the sink.

From 1823 until the present time, there have been three large flows from fissures in the side of the mountain to the sea, probably several submarine flows, and two flows in smaller pits near Kilauea. At intervals of from eight to ten years there has been a maximum rise followed by a more or less pronounced collapse, and a sinking of the lava out of sight, as if the pressure of the lava on the sides of the dome caused an underground fissure to open, into which the lava ran. The last time the lake in the crater Halemaumau overflowed was in 1894. Then followed a sudden collapse leaving a circular pit 1200 feet in diameter, on the summit of a broad, low dome inside the large Kilauea sink. This crater, Halemaumau, is now the abode of Madame Pele, and is still the place of worship of the Hawaiians.

Imagine yourself standing on the brink of an almost perpendicular wall 300 feet or more in height, watching a lake about 600 feet long and 250 feet wide, composed of a yellowish-red molten lava covered by a steel grey or black crust of cooling lava through which huge bubble fountains burst to a height of from 10 to 40 feet at intervals of a few seconds. If the wind is blowing—and it usually is—little drops of lava from these fountains and finely-spun filaments of glassy lava of a straw color are carried up to the edge of the pit. These are Pele's tears and Pele's hair—attractive offerings of the goddess.

The crusts on the lake are seen to be in motion, streaming at a rate of one to five miles an hour from one end of the lake to the other. Suddenly the current may be reversed and the crusts stream the other way. Where the lava is rising the reddish viscous liquid (at 1830° F.) quickly cools and the surface becomes coated over (at 900° F.) with a grey skin which becomes an inch or two thick as it moves across the lake. The currents readily break the skins apart, forming irregular cracks through which the liquid lava is seen. By the time the skins have reached the center of the lake bubble-like fountains begin to rip them apart. These fountains are caused by uprushes of gas—the secret of all volcanic activity—and break with great commotion on the surface of the lake. Gas-free lava is heavier than that containing gas, so after a fountain breaks, the heavier lava sinks, sucking in the crusts as a few small bubble-fountains

give up the remaining free gas. Occasionally traveling fountains appear, and move with the current to the shore, throwing up a continual splash of lava.

The side of the lake toward which the current moves is generally marked by active fountaining and splashing against the shore, usually a wall. If the shore is undermined, a splashing-cave or grotto is formed and into it are sucked the crusts. Again the downrush is caused by the release of gas, making the lava heavier. The lava which sinks becomes recharged with gas at some depth below the surface and then rises at another part of the lake. Therefore, in order to keep the "pot boiling," only a constant supply of superheated gas is needed, and the convection currents like the bubbles rising in a kettle, do the rest.

Old Faithful is one of the fountains which always breaks at the same place, near the center of the lake, and usually every 20 and 40 seconds. Old Faithful has been noticed for the past seven years or more, no matter at what level the lake may be. It is thought that the main pipe or tube under the lava lake may have its center under Old Faithful.

The surface of the lake is constantly fluctuating in height. As the lake sinks. the walls cave in and the whole floor of the crater collapses to form a mass of slike-rock. If the lake sinks more than 650 feet below the rim, the talus material completely fills the hole, forming a funnel-shaped depression in which no sign of fire may be seen. It is therefore possible to measure the range of movement only through 650 feet, and it is quite impossible to tell how much farther down the lava-column sinks, or what may be the shape of the chamber or pipe below the surface.

When the lava is rising, fresh flows are usually seen on the floor surrounding the lake. Fountaining is not so active, but the lava is seen to be welling up rapidly at one end of the lake with a brighter color, indicating greater heat. The smoke which obscures the crater when the lake is at a low-level, grows less as the lava rises, and the smoke-holes are covered up. Boiling, red pots are seen in various parts of the floor, looking like ovens and sending forth festoons of glowing lava which run off slowly and change color to steel gray, then black. Other pots are building up cones by belching forth huge blobs of molten lava that fall on the sides of the pot. Then, occasionally the lava rises in the cone and a little stream trickles down for ten or twenty feet to the floor. The lava may rise higher in these pots and cones than in the broad, open lake, only a dozen yards away. At night the pit is a beautiful sight; with the volcanic fire illuminating the crater as well as the thin cloud of smoke which rises up from it; the lava streaming from one end of the lake to the other where the thin skins are swallowed up with a violent splashing noise that sounds like waves beating on a distant shore; fresh flows worming their way across the floor in serpentine fashion; pots suddenly breaking out and throwing splashes of molten lava ten feet in the air; and little hissing sounds which are finally seen to be pale blue jets of that mysterious volcanic gas which has only once been captured by man.

When the lava is falling, the lake becomes surrounded by black walls against which the lava-fountains splash. Fountaining is very active, and the whole surface of the lake may be covered with fountains both big and little, bursting occasionally to heights of from ten to twenty feet. With rapid subsidence, the down-suck may be so great as to cause huge, fiery whirlpools to involve the entire surface of the lake in a mad swirl around which the broken crusts rush at a rate of twenty miles an hour. Portions of the shore-cliffs, and even the outer walls fall in with a crash, developing

waves which sweep across the lake and thunder against the shore. The floor around the lake cracks and settles, and up the cracks comes the sulphur smoke which acts as if it had been bottled up for a long time and were glad once more to rush forth and obscure the view.

When carefully studied the fluctuations are not so irregular as might seem on first consideration. There is a daily change, occasionally as much as 20 feet, which appears to depend on barometric pressure. This may frequently be observed about noon when the lake overflows a temporary floor on either side, only to sink below the level of the floor an hour later. Then there is the very noticeable semi-annual change, with a tendency toward a maximum height in November—January, and again in May

Earth tides have long been known to exist, and have recently been measured at the University of Chicago. The lava lake in Halemaumau appears to act as a gauge of earth tides, just as a tide gauge is used to determine oceanic tides. The earth is subject to greatest compression at the solsticial periods, when the sun is farthest north or south of the equator, and the elastic earth appears to squeeze up the lava in Halemaumau at these periods—December and June. The moon also pulls upon the rigid earth, although in earth tides as contrasted with ocean tides its effect is less than that of the sun. There are other forces, some imperfectly understood, all of which tend to produce minor fluctuations in the main solsticial rises and equinoxial falls. Still other forces produce the cycles of activity of about nine years length, mentioned above, and cycles of about the same length on Mauna Loa which will be described below. These may be determined by the time which it takes the volcano to be refilled after the lava has run out.

In January 1894 Halemaumau was an immense lake, 1000 feet in diameter, surrounded by a rampart of its own construction, over which it poured flows on to the Kilauea sink. After the summer solstice the lake suddenly dropped 220 feet in ten hours, and in a few months all sign of fire disappeared. This sudden subsidence of the lava-lake was one of the most wonderful sights ever beheld at Kilauea. On the day before the collapse, the lava filled the crater to the brim and was running over. The following morning the lake had sunk below the rim, and fell steadily at the rate of twenty feet an hour from ten o'clock in the morning until eight in the evening. From noon on, the crash of falling blocks was heard almost incessantly as the walls lost the support of the very heavy liquid lava. As the lake sank, the walls became higher, causing larger blocks to break off with increased commotion in the lake. A number of sections of the bank 200 to 500 feet long, 150 to 200 feet high and twenty to thirty feet thick would split off and "with a tremendous roar, amid a blinding cloud of smoke and dust, fall with an appalling down-plunge into the boiling lake, causing great waves and breakers of fire to dash into the air, and a mighty ground swell to sweep across the lake, dashing against the opposite cliffs like storm-waves upon a lee shore." In some of these crashes the rocks would not immediately sink, but would float off across the lake like a floating island, or plunging beneath the surface of the lake at first, would reappear and float off, although the cold lava is heavier than the molten lava.

In January 1910 the lake rose to within 100 feet of the rim of Halemaumau, and was almost as large as in 1894. Again in December 1912 and 1914 rises brought the lake to comparatively high levels, with flows filling up the pit to a distance of 350 feet below the rim. During the last year, subsidence commenced after the winter solstice, the lake sinking over 500 feet below the rim. It rose slightly with the summer solstice, and

again in September (to 365 feet below the rim). Sometime within the next 40 to 50 years, after a period of repose, we may expect another explosive eruption like that of 1789, when the whole southern part of the island of Hawaii may be covered with ash.

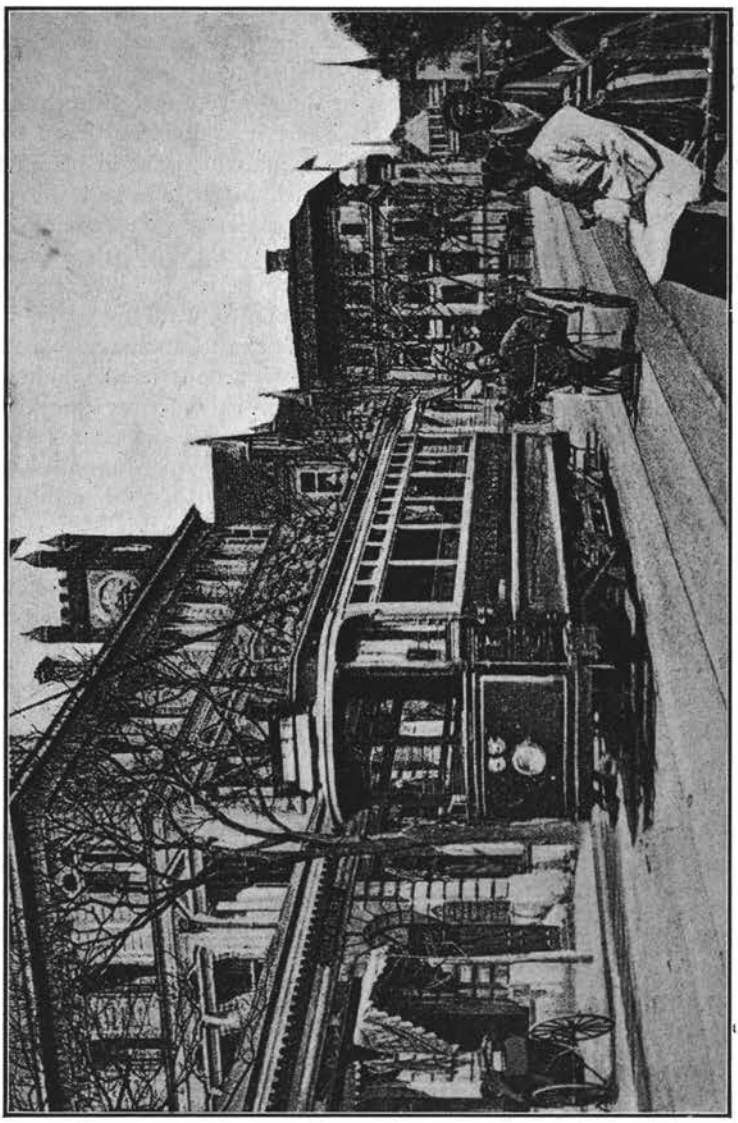
In describing Kilauea, Mauna Loa must not be passed by, for that immense volcano has its summit only twenty-two miles away from Halemaumau, but 10,000 feet higher.

Eruptions of Mauna Loa have been recorded since 1832. The character of the activity of this volcano differs from Kilauea, the difference probably being largely dependent on the great height. The eruptive period commences with activity on the summit, when a brilliant glow is seen from the base of the mountain, and frequently earthquake shocks are felt, announcing the formation of lava fountains and a lava lake in the summit sink, Mokuaweoweo. The lava breaks through the floor of the sink in a narrow fissure, and the highly gas-charged liquid shoots up in fountains as high as from 100 to 600 feet. When the gas-pressure is sufficiently lowered, the fissure freezes up, and a pause ensues until the pressure is greatly increased. Then the mountain splits, and lava pours out of fissures on the side of the dome, building up cinder cones at the place of outbreak. This, the second stage, may or may not be immediately preceded by another outbreak at the summit.

On Thanksgiving day, 1914, following a series of small earthquakes recorded on the seismograph of the Hawaiian Volcano Observatory, a light was seen on the summit of Mauna Loa. A party made its way to the summit by the second night and beheld an active lava lake with fountains playing continuously to a height of 150 feet and intermittently to a height of 400 feet. Because of the intense cold at the summit, severe attacks of mountain sickness, the absence of any kind of shelter, and the hard, rough, barren lava which is impossible to sleep upon, they were forced to return at once. The second party was caught in a sleet storm when encamped on the side of the mountain and never reached the summit. A few later parties, at great hardship and expense, did succeed in reaching the summit and watched the fountains at a distance of over a mile, but they were unable to cross the rough lava. The sink is bordered by unscaleable walls which are in places 1,000 feet or more in height, and the only place where a descent is possible is at the northern end. While the distance to this place is not many miles, it requires several hours to walk over the terrible *aa* lava which resembles a pile of clinkers armed with many needle points. A horse cannot be ridden over this kind of lava unless a trail has been made, and even then, one trip up Mauna Loa on the "trail," so cuts the horses' hoofs that the animals cannot be used again for any kind of work for several months. There is a movement now on foot to erect a resthouse on the summit and to make a better trail.

The summit activity lasted only forty-eight days, so far as is known. This is, however, but the first stage of the present eruption, for the eruptive period lasts over three or four years. The next stage will be a lava flow possibly in 1917 or 1918. If we are to judge from the events of the past, the flows appear to come on alternate sides of the mountain with succeeding eruptions. The last flow in January 1907 came down the southwest side and ran over a desert tract of land, across the government highway, and almost into the sea, a total distance of 18 miles. The next flow may break out on the northeast side and run toward the town of Hilo.

A good topographic map of the mountain would show the paths of least resistance for the lava and so prevent much damage to life and property.



Shanghai is the gateway of the Occidental races to China. There are French, Chinese and British tramway systems, while all of the important foreign races have their particular concessions or settlements in wonderful, busy, hustling Shanghai.

The Chamber of Commerce at Nanking.

American Trade in China

Facts, advice and warning from one who is thoroughly familiar with conditions.

By JULIAN H. ARNOLD, United States Commercial Attache.

IT IS almost as true today as it was when Christopher Columbus tried to reach the Orient, that the only way to have trade with the Chinese people is to come after it.

The Chinese merchant has not yet learnt how to go abroad for trade, nor how to form direct trade connections with merchants and manufacturers in foreign lands. We hear from time to time of proposals for direct trade between American manufacturers and Chinese dealers, but these proposals are made in ignorance of conditions existent in China. The foreign merchant resident in China learns to meet and cope with the peculiar set of conditions obtaining in China. He learns how to adapt the foreign goods and ways of doing business to the Chinese market conditions, and the Chinese goods and ways to the foreign market conditions. The Chinese merchant will probably learn to do the same some day, but for the present at least, he prefers to leave this to the foreign merchant resident in China.

Some months ago, during my sojourn in Hankow, as Consul General, I inquired of the representative resident Chinese merchant as to the possibilities of more extensive trade relations between that great export center and the United States. The reply which I invariably received was, "How can you expect us to do business with the United States when you have no import and export firms in Hankow capable of doing a large business?" This reply indicates that the Chi-

nese merchant does not consider himself really prepared to enter into direct business relations with firms abroad. It would be well for the American manufacturer and exporter to bear this in mind and for the present at least to depend for his trade extension in China upon American firms already established in China or establish his own organization in the field. The German and Japanese manufacturers and merchants have not waited for the Chinese producer and consumer to come to them for business. Within recent years, no matter where one may travel in China, he would have a difficult time to go far without encountering a Japanese or German merchant in quest of trade. These people do not sit in their homes or even Shanghai offices waiting for trade to filter down through their agent or compradores to their desks, as has been the custom of many of our American merchants in China. The American merchant must learn to get closer to the producer and consumer in China. To do this he must train men in the language and customs of the Chinese people. The new American Chamber of Commerce for China should arrange for classes in instruction in the Chinese language under the supervision of some American well-versed in the intricacies of the language and capable of outlining a course which will be drawn up to meet the peculiar needs of young Americans in business in China.

One of the handicaps under which American houses in China labor is the fact that the manufacturers whom they represent out here more often than otherswise refuse to share in the expense of advertising, soliciting and financing business in China. Responsible American firms in China are called upon to make substantial outlays for samples from the concerns for whom they are trying to work up a business. A manufacturer in America who will spare no expense in getting goods before the consumer at home, will often refuse flatly to make the slightest concession in the way of expenses incident to advertising, working up and financing trade in China. How can such a concern justify such action in light of its professed desire to secure a market in China for its goods? The only answer to this query is that it does not seriously desire or feel the need of a foreign market.

The American manufacturer is often criticized for his refusal, or at least failure, to quote his prices C. I. F. Shanghai. The Chinese buyer wants to know what his goods will cost him laid down in his shop and not in New York or in Birds Center, Minnesota. Hence it is necessary that the firm in China, when bidding on materials for the Chinese trade, quote cost, insurance, and freight, thus American prices should be quoted accordingly. Where the British, German and Japanese merchants try to give the Chinese buyer what he wants, if they find that he cannot readily be educated to want something which they make, the American more often proceeds upon the basis of giving him what he (the American) thinks he ought to want. The Japanese merchants are probably the keenest on meeting the wants of the people as they exist. I was told when in Hankow that Japanese dealers upon discovering that following the revolution foreigners and some Chinese were buying up portions of bursted shells as souvenirs of the revolutionary activity about Hankow, shipped in a cargo of old and bursted shells from Japan, especially prepared for the purpose, and sold it off at good profit. This may or may not be true but it is thoroughly in keeping with the Japanese ideas of meeting a demand, no matter how peculiar it may be. The Chinese dealer wants his drugs put up in 2, 4 and 6 ounce bottles while the American manufacturer arbitrarily puts them up in pint bottles. The Chinese dealer wants a light green-colored wire screen, evidently because of superstitious ideas about color or because he considers that

dark green painted screen is not new. The German manufacturer will give the Chinese dealer light green painted wire screen, while the American manufacturer says that he can take dark green wire or nothing and the Chinese takes nothing so far as the American is concerned. The Chinese dealer wants a bright finished screw such as is furnished by British manufacturers and because the American manufacturer continues to insist on giving him a dull finished article, American screws are having a hard time finding favor in China. I might go on enumerating examples of this sort for some time, specially in hardware and cotton piece goods lines, but enough has been said to indicate a serious lack of consideration of the demands in this market on the part of many American manufacturers. A few Chinese characters on a label will often do much to popularize a product which might otherwise have to struggle hard to gain recognition in the market of China. Likewise color and design on labels will often help to make for popularity among the consuming public in this country.

While on this subject of trade marks and designs or "Chops" as the Chinese call them, it is well to warn the American manufacturer that the Chinese dealer places much importance on the "Chop" or trade mark and that once a trade mark is established in the Chinese market it has in itself a distinct value, especially to the dealer. For this reason, there is offered a great temptation to unscrupulous dealers of other than American nationality to imitate the trade mark of a well established article and use the imitation to market a cheaper and inferior product, which results in eventually driving the original article out of the market. To protect against this emergency, American manufacturers and dealers should see that their trade marks for articles which are intended for sale in China are registered through the Consulate General at Shanghai and likewise through the Embassy at Tokio, Japan, in the latter case to provide against imitation by Japanese manufacturers for sale in the Chinese market. Also American manufacturers should so adapt their trade marks and "chops" for use in the China market that the phrase "Made in America," translated if possible into Chinese characters, is made a conspicuous part of the trade mark.

The question of securing Chinese agencies for American manufactures is one which should engage the intelligent consideration of those in America desirous of finding a market in China for goods which they themselves are not prepared through their own organizations to put on the market. The present European war has accentuated in China, as well as elsewhere, national lines. The so-called "Enemy-Trading" restrictions adopted by certain communities in China are not helping any other than their own interests. American manufacturers would do well to place their China agencies with American firms. I do not mean to intimate that American products have always suffered because of being handled by other than American houses. I know of many American articles that are being very effectually marketed by foreign firms. These articles are, generally speaking, those which do not come into competition with anything manufactured by the country of the firm holding the agency, for, other things being equal, a merchant will push the sale of his own country's goods before those of any other nationality. I know a foreign firm which took the plans and estimates furnished it by the American manufacturer for which it held sole agency rights in China and sent them to its home office for the guidance of its manufacturers in securing competing plans and estimates. On the other hand American manufacturers would do well to exercise equally great care in entrusting the agencies for their products to American firms. I know

of Americans who are now traveling over the United States in quest of manufacturers' agencies for China. Some of these men have no connections in China and are not in a position properly to represent the concerns from whom they are seeking agencies. Some hope to secure sufficient in the way of retaining fees from the American manufacturers to keep them going during the years which they try to establish themselves in this country; some have even no such serious intentions, but hope to make an easy living with the aggregate of retaining fees; others secure the agency rights with the object of peddling them. The American manufacturer should be careful not to tie himself up by agency rights over more than a comparatively short period, at least until he has thoroughly satisfied himself of the ability of his representative to handle his goods as they should be handled. American manufacturers often grant agency rights in China for the whole of the country to a firm which operates only in one section of the country. I have known of a case where a large American manufacturing concern gave sole agency rights covering China, Korea, Siam and the Philippine Islands, to a firm which confined its operations entirely to North China. If the American manufacturer who contemplates securing representation in China, and is unfamiliar with conditions in the country and without knowledge of the standing of the concern seeking his agency rights, will first address the American Commercial Attache or the American Consul at the port of residency of the prospective agent, he may be able to secure information in regard thereto which will undoubtedly be of much assistance to him.

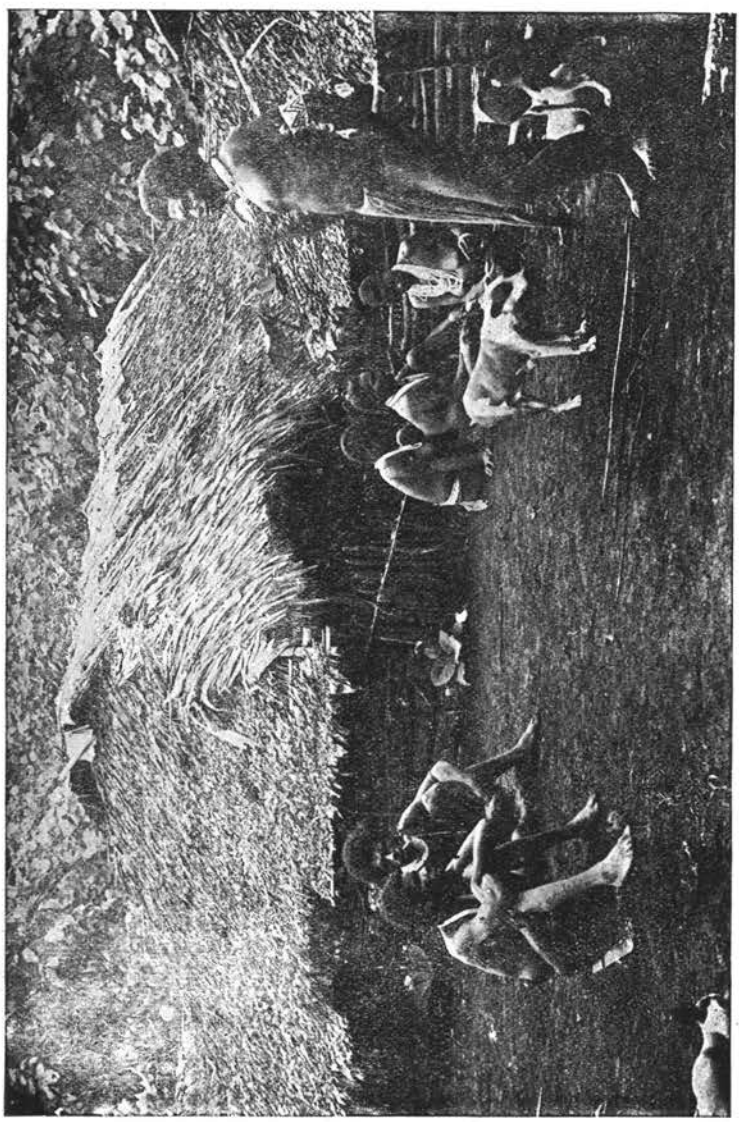
American trade in China is seriously hampered by a lack of adequate shipping facilities. Trans-Pacific rates have advanced nearly 300 per cent since the outbreak of the war. This condition will become distinctly acute should the steamers now in operation on the Pacific under the American flag be withdrawn from the Pacific or placed under foreign flags, as it seems quite likely may happen. It is evident that the bulk of people in the United States do not appreciate the direful predicament into which American trade in China will be thrown by the disappearance of the American flag from the carrying trade of the Pacific. The British enemy trading act and regulations are so interpreted by the British consular authorities in China as to make it impossible for American firms to secure space on British ships for cargo from which German or Austrian firms or individuals may in any way directly or indirectly receive any profit, even extending to the preparation of this cargo for shipment. When it is estimated that it is considered that prior to the war, upwards of 70 per cent of the export trade from China to the United States (exclusive of tea and silk) was done through German firms, who alone possess the facilities for the preparation and handling of most of this cargo, one may conceive of the difficulty which American firms now experience in securing cargo which does not possess some enemy taint. British shipping companies are forbidden carrying any enemy tainted cargo even though offered by neutral firms and the bona-fide property of these firms at the time of shipment. British lighter companies are under the same restrictions, hence Japanese ships which depend in a large measure upon British lighters for loading cargo are to a considerable degree in the same position in regard to neutral trade as the British concerns. Furthermore, so it is reported, the Japanese government has ordered Japanese ships to give preference to Japanese ports for tonnage. The only solution for this deplorable state of affairs in American shipping is the operation of a goodly number of ships under the American flag. It is high time that the American people learn from this

experience that it is indeed dangerous to our trade interests to have to depend upon foreign bottoms for our transportation.

China's financial condition as a result of the European war is better now than prior to the war, for the reason that she has found it necessary to rely on her own resources for money and has since the war floated successfully two large internal loans. It is true, there is at present in Shanghai banks, foreign and Chinese, a sum of upwards of $100,000,000 (gold $40,000,000) which is nearly ten times that of normal times. This money has accumulated as a result of the revolution, rebellion and Japanese crisis, but as normal conditions are restored it will flock back into the channels of trade and materially lend a great impetus to active industry and commerce.

The European nations which up to the outbreak of the present war played such an important part in the commercial and industrial developments of China are by virtue of the war unable to continue in these developments. China will suffer on this account as she is greatly in need of foreign capital and skill in the development of her resources. Present indications are such that we can oniy conclude that even after the war, European nations will have no money for China. It appears that America will be the only country that will have capital for foreign enterprise. China will have to bid along with Europe for the capital that America may have to offer. American manufacturers must appreciate the fact that there can be no trade without capital. If we would have business in China we must be prepared to assist in financing that business. "Trade follows the loan." The Chinese people undoubtedly appreciate the fact that American capital and enterprise in China are devoid of all political characteristics, and for this reason they will undoubtedly be welcomed not only by China herself but by the European nations as well.

China with an estimated population of 400,000,000 and with only 6,000 miles of railways as compared with America's 100,000,0000 people and 300,000 miles of railways; China with 1,000,000 spindles as compared with America's 32,000,000 and England's 50,000,000 and China with an average wage scale about 1/25 of that of the United States, offers a marvelous field for industrial and commercial expansion, especially so when we consider that the country possesses unlimited undeveloped natural resources, combined with a peace-loving, industrious, hardy population. America now supplies only 8 per cent of China's imports. Where else are there to be found brighter prospects for future development for American capital and enterprise than here in this oldest and most populous of living nations and among the youngest in point of the development of her natural resources? We have the good will of the Chinese people to an extent such as is possessed by no other foreign nation. The Chinese people are anxious to do business with us and cordially invite American capital and American brains to come to China to take advantage of the opportunities here presented. Americans resident in China and engaged in business in this country are ready to do their part, but ask that the manufacturers and exporters at home play the game and treat them with something like the consideration which they accord their home trade. The time is now opportune for the inauguration of big things in American trade in China, but it will require big men to do the work in a way commensurate with the opportunities presented, hence let the American manufacturers and financiers send their big men to this field to cooperate with those of experience already on the ground. However, before we can hope for any success in a large way in our trade in China we must have adequate American shipping and banking facilities.



This is a scene of every-day life in the New Hebrides of today. The tourist may step ashore from a modern electric-lighted steamer to absolute aboriginal village life of the primitive savage, who has scarcely yet given up cannibalism.

Idols of Wood.

(THE LOG OF THE SNARK)

New Hebrides Days

Mrs. London continues her delightfully interesting account of the Cruise of the "Snark"

By CHARMIAN KITTREDGE LONDON *

Sunday, June 14, 1908.

WE ARE tired again tonight, and Martin also, for we walked and climbed a twelve-mile-round trip to the bush village, and Martin, in addition to scratches, is fuming because the Rev. Watt quietly but firmly declined to lend his dark-room on the Sabbath, because of the deleterious effect it would exercise upon his congregation. Martin, muttering that he never heard of a native who wanted to work on *any* day of the week, no matter what the example, went to developing the day's films in the hot *Snark* bathroom; result, mostly failures. We are all heartbroken, for the pictures we took of the queer hairy animals in the bush would have been invaluable to us.

Jack started the day with a hair-cut, Henry at the helm—I mean the scissors. I put tapes around my lame ankles and laced my walking boots tighter than yesterday. Said boots, a sailor shirt, broad hat, khaki riding breeks, and a 22 auto-

* Copyright by the author.

matic rifle for sport, made up my equipment. Martin remarked with a smiling eye that Mrs. London looked "very pantesque this morning." Which rather personal observation may be indulgently allowed, for Martin has ever been the soul of impersonal comradeship and delicacy toward me. Indeed, the tacit taking of me as "one of the boys" has been one of the most charming things about the spirit aboard the *Snark*—combined always with the ready hand to help and protect "the best man aboard," as Dutch Herrmann would say. I remember, one time when I was railing to Jack about the way Captain Warren had thrown us down, Jack chided:

"Yes, I know; but don't forget one thing: he was always good to you, not only in his personal treatment, but in turning over to you any loot of any sort —whether it was a mat someone had given him or a pair of gold-lipped pearl shells or a pearl."

* * * We got away at nine, this time in charge of Mr. Stanton, a true-blue-eyed, serious-mannered, clean young Colonial, the type of earnest, self-respectful Englishman, made of grit—so much so that he can never grow fat. He has suffered terribly from the malignant, devastating malarial fever that all have to reckon with who dally long in Melanesia.

The country we traversed yesterday was quite unpeopled so far as we could see. But today we passed occasional slovenly grass huts, some of them inclosed in pandanus-plaited fences—the only decent workmanship of any kind that we saw. The women were deadly unfeminine—nearly resembling the men in face and voice, ageless, sexless, dirty; and they and their men treated us with an ungracious hospitality that made us think vividly and lovingly of the Societies and Samoas. In spite of the scant differences between the sexes, these men are notoriously jealous of their females, and any special scrutiny of the latter on our part was met by ugly scowls. If any savage smiled for any reason, it was momentary, monkeyish and instantly over.

Our way led to the left this time and I was not long in getting ahead, for I love to go first along a trail and feel first in a new vista—a sense of breaking my own trail. I fear there is little of the burden-bearing, following squaw in my make-up! We traveled beautiful ferny trails where we had to use both arms to press aside the enormous green fronds. But the woods were not so spectacular as on the volcano side, and many a time Jack and I would nurse a homesick feeling on the familiarity of this scene or that. I even discovered five-finger ferns.

Flying-foxes drifted aloft, and we heard querulous little chatterings among paroquets we never glimpsed in the thick foliage; and there were myriads of wee green canaries flitting and twittering among the lower leaves, and strange small black and white birds with snubby heads.

The chief articles of export in the New Hebrides are copra, small shipments of coffee, bananas, maize, sago and in latter days, diminishing quantities of whale oil, sandal-wood and beche de mer. Traces of gold, nickel and copper have been found and Martin spied something that he declared was coal. We saw copra drying on patches of volcanic rocky ground, hot in the sun.

We sat to rest in the shade. Jack and Mr. Stanton talked about wars in Korea and South Africa, and swaped experiences.

It is like wandering in Eden to trip along in the wilder parts of this blossoming isle. As we began to climb mountain fastnesses to the village, I wondered if Jack's and mine were the first boots up the eyrie runway, for Stanton went barefoot and Martin had emulated him. This runway was a perfect approach to a mountain stronghold, for the narrow perpendic-

ular sides were above our heads and the point where we emerged in a high meadow containing the village would mean unavoidable death for every single person who should show himself, were the natives hostile. Stanton has assured us of our safety from any tricks, but based the assurances upon the fact that he knew the head man, who was in debt to him for certain favors, and we were expected. Just the same, when we came in sight there was an alert movement ahead of all the figures on the short fine grass where they lay aboud, and subdued exclamations from some grimy hovels of grass, mere roofs without walls, off to the right, where we caught sight of the disappearing backs of women.

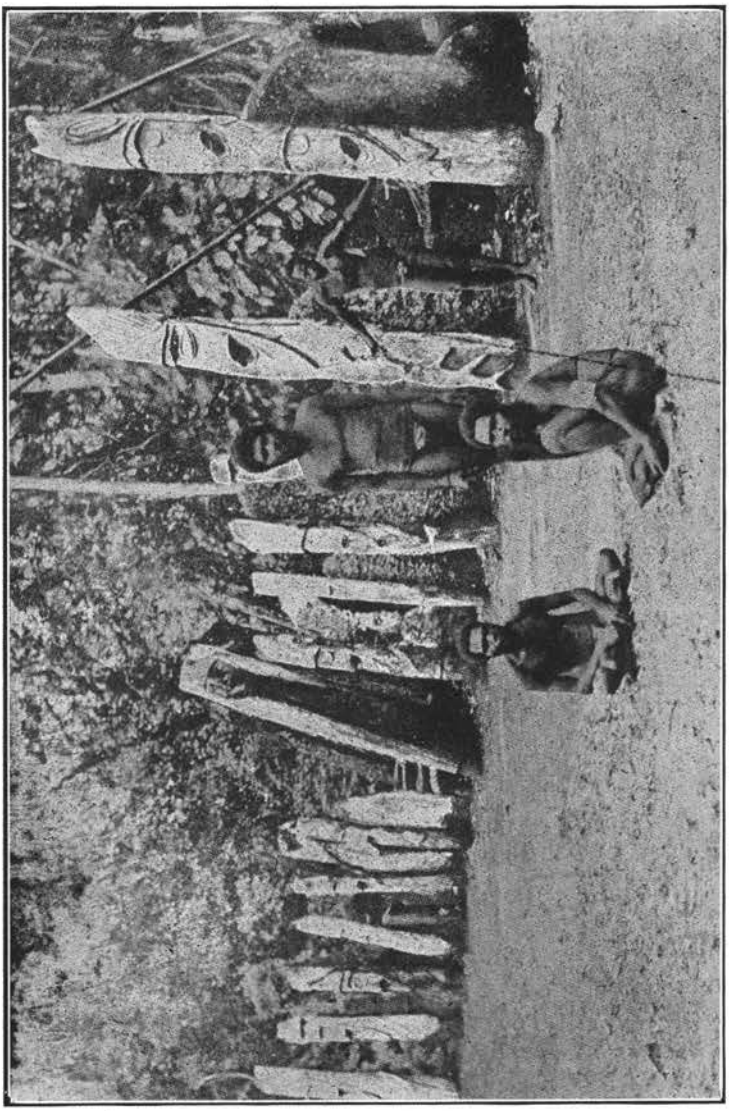
I had never seen animal-hairy humans, and the score or so of naked men that gathered shiftly and uneasily to meet us, were for the most part very fuzzy indeed. It was almost a fine black fur that matted their chests and limbs. They were better formed and fuller fleshed than the salt-water natives and their faces showed more diversity and character. It was rather startling to note that some of them had their faces painted—strange countenances reminiscent of old civilizations—a notable sprinkling of a Phoenician type; a decided suggestion of the Hindu; and one bearded old patriarch, despite unspeakable encrustations of filth ("sty-baked" Martin put it!) was a veritable Moses of the old Masters—in miniature, to be sure.

After a long pow-wow on Stanton's part with his chief-friend and the council, it was granted that we might photograph the men, but not the women. Any attempt of Jack or Martin to take a snap at them where they crept among the houses to look at us was met with undisguised scowls and mutterings. I was allowed to go to the low plaited fence, but when I trained my pocket kodak there was an instant disturbance back of me among the men. So I smiled and nodded submission and kept the lens on the women, but turned my own side toward the women, snapping them while I enthusiastically admired the prospect up-mountain.

The women were shyly friendly with me, from over the plaited screen, and did a great deal of giggling. The chances are they had never seen a white women before, as it is very unlikely that they are allowed far from the village, and we are told that no white women has been in the village before me. The babies were round and dimpled brown cupids, their ear-lobes scooped out and filled with hair-pins, bone rings, safety pins—all sorts of "truck" brought home by the foraging fathers; and strings of shells girdled their pot-bellied little loins. The people are polygamous, and the women are equally fond of one another's children, even in the same plural household. One old lady, fat and black and fuzzy, was the picture of a southern mammy.

But the gathered clan of obscene, hairy men on the grassy meadow slope, their only covering a string or a strap, and a wrapping on bandage of astounding phallic advertisement, was a far wilder sight. They were so uneasy, so shifting —lying down, getting up, moving here and there and back again, like a band of monkeys, and never turning their backs to us—a trick of caution that white men would do well to follow in this corner of the world. We were quite aware that our unwilling hosts were armed, too, with spears and bows and arrows, and they showed their consciousness of our rifles by undisguised covetousness of them.

We did not stay long, and I for one felt easier when we were clear of the descending runway and in the open once more. We ate our lunch under a banyan, had a good rest, practiced with our rifles on tiny leaves on top branches of high trees, and reached the trader's store in good time to pick up Mr. Wyllie for supper aboard the yacht.



In the New Hebrides the idol of wood is still worshipped. There are villages sacred to these and to rites that are almost Masonic in their ceremonies and significance. The non-Christians are known by their scorn of clothing.

Monday, June 15, 1908.

At three this afternoon Martin started the engine, I took the wheel, Henry his post at masthead, and Jack forward conning. We had intended to put in at Wysissi Bay, a few miles from Port Resolution, but changed our minds after we got outside and set our course for the port of Vila, on Efate, or Sandwich Island.

This forenoon Martin, Nakata and our two Polynesians took the volcanic trip, all barefoot. Wada did not go, as he has developed a sore on his leg from a cut he got on the coral—like the one Jack had. They are called Fiji sores, and Solomon Island sores, so the doctor in Suva told us. Some one called them yaws, but Stanton says yaws are a much worse kind of sore. One's skin is thin and tender after a while in the tropics, and the abrasion, say from scratching a mosquito bite, is apt to get infected, most likely by flies, and then trouble begins and the difficulty of healing is appalling. Jack and I had been so alarmed about his sores that we had privately talked about laying up the *Snark* in Fiji and getting a steamer to Australia and doctors. But Jack is not the one to be idle while he is waiting. He read up in our little medical library abroad, found nothing like his trouble, closed the books, opened the glass doors of our medicine chest and selected the most violent enemy he could find with which to fight these malignant and active ulcers. "Corrosive sublimate" sounded more fiery and radical than anything else, and he started dosing the five sores on his instep and ankles (where he had scratched Samoan mosquito bites) with wet dressings of a solution of corrosive sublimate, occasionally alternating with peroxide of hydrogen. Four of the lucers were entirely well by the time we reached Fiji, and the last is almost closed up—all of them thoroughly healed from the inside out.

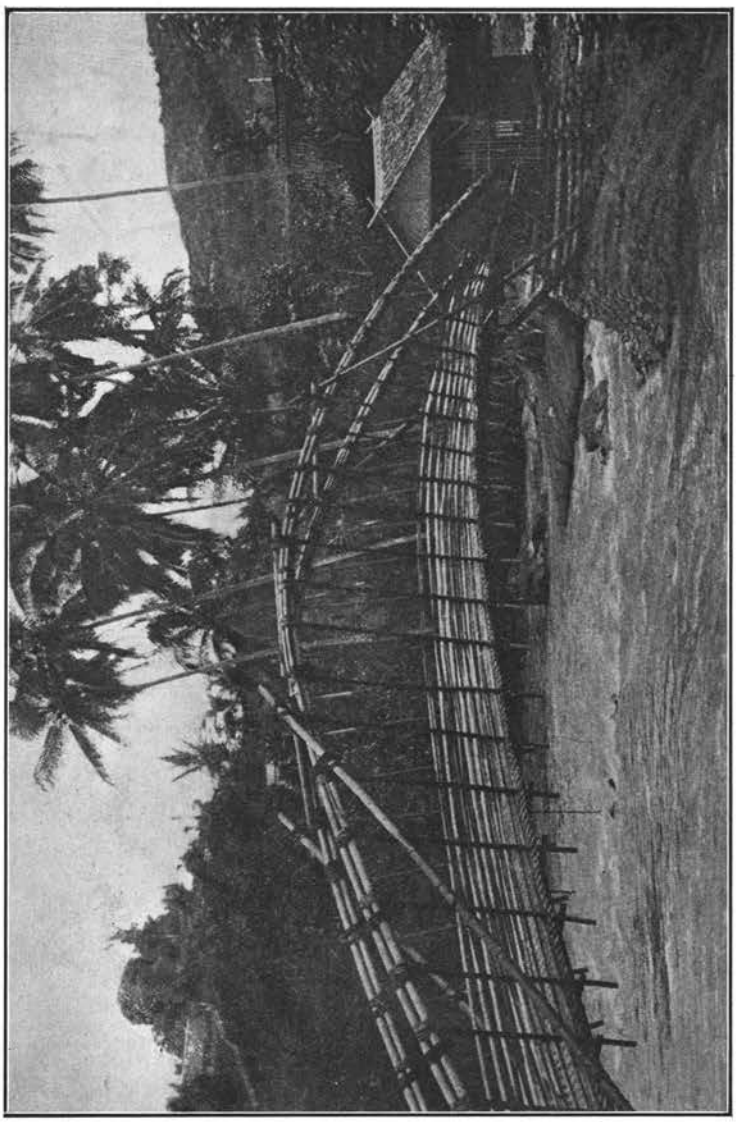
There are myriads of flies in Tana, and many of the natives who came aboard had sores, so it is probable Wada got his infection by these means. Jack has warned him and Martin and the others to use antiseptics on the fresh abrasions they got on the volcanic trip, but they do not seem impressed. I am not afraid, for I practically never "catch" anything.

* * * I was up early this morning, in time to see the sun gild the tops of the green, green hills and light up the heliotropes of the bay. Mt. Yasowa boomed dully and natives were dynamiting fish. Henry and Tehei went out to get some for our breakfast and came back grinning from ear to ear, with small mackerel and a long fish with a red-tipped sword on its nose. A bevy of low-chattering, watchful naked cannibals paddled out aboard, and one of them, who seemed a wag among them, a canny-uncanny wizened ape, insisted that he had seen Jack before to our gales of glee.

Everybody came to see us off and brought basketfuls of fruit and vegetables; but so far as the kindly Rev. Watt was concerned, Martin remained unforgiving of his ruined pictures.

We ran the engine for three hours, then set sail; but it soon fell calm, and we are now drifting, with plenty of leeway. We are all very alert, for it is no joke to be wrecked hereabout.

Yasowa flared into the sky as dark came on and then a big bright moon rose, so we have ample light for our night watches.



The Javanese are wonderful hand-workers. A suspension bridge in the Buitenzorg district, strong and durable, built entirely of bamboo.

A Street in Chinatown, Batavia.

My First Day In Java

"... I have always said that the greatest and strongest pleasure in life is that first day in a strange new country, when all impressions are new and vivid."

FROM THE EDITOR'S DIARY.

WE had decided to first see Batavia from the electric tram. Racing with the tram were little bits of ponies that drew quaint, queer-shaped little cars on which the driver sat crossed legged, and the passenger with his feet dangling out behind. You can ride all day in one of these for three or four shillings.

We passed through the Chinese town, not like our China town, but built in the fashion of the house in China. Everywhere were Chinese bazaars and Chinese shops and Chinese hotels, all picturesque and attractive. It is doubtful if you could burn this section of the city, of such solid masonry is it built. The different sights and scenes and action passed so quickly before our eyes that it fatigued us to remember things. We passed the private dwellings on the outskirts of Weltervreden with their beautiful yards, and everything outdoors. We soon began passing the hotels that for comfort and sensible construction can give Europe "cards and spades." We came in front of the "Grand Hotel Java" with its great park-like entrance that reminds one of the "Royal Hawaiian Hotel," and I jumped up and choked the Malay conductor until he stopped the car. It made me homesick. I remember once in the old days when I was in Hawaii, and was just making ready to board the steamer for Sydney, that dear old Bews, who *did* know how to run a real tropical

hotel, mentioned the fact that the summer rate at the "Royal Hawaiian" was going into effect the next day, $60 a month, and Bews was then setting a sixteen course dinner, the equal of which has never been seen since in Honolulu. It was like finding money—it was an investment—it was absolutely saving, so for three months more I lingered at what I considered the most perfect tropical hotel in the world, and I have never changed my mind, for there are possibilities in the "Royal Hawaiian" that are unexcelled. However, I wish the stockholders of the "Royal Hawaiian" could stay for one day and eat one meal in the "Java Hotel," in fact in any of the hotels of Batavia—they may "live and learn." The plan of the rooms is an improvement even on the plan of the "Royal Hawaiian," for each great wide tiled lanai is charmingly furnished. In the thick walled rooms the beds are half a mile wide, and each room opens into a great cement bath tub three feet deep. And how airily the rooms are furnished, and yet the furniture is of the most beautiful native wood. But the dining room—the dining room is a great building to itself, under the shade of spreading trees. It is not so open perhaps as the old lanai dining room of the Royal Hawaiian Hotel in its palmy days, but it is vastly larger, and the three entrances are immense archways, while around it is a great open lanai, where individual tables are set. Such a hotel on Prince Kuhio's grounds, or on those of the late ex-Governor Cleghorn, would acquire a fame that I firmly believe would resound around the world; and the lunch at the "Java Hotel!" You who have enjoyed your many course tedious, machine-cooked meals in an American or an English hotel, can scarcely understand the luxury of this change. The first course was cold; cucumbers with mayonnaise spread over chipped iced beets, and served in a seashell; and then there was soup—a Frenchman must have made it. Then came a dish with a Dutch name, delicious beans, a little larger and rounder than the Boston bean, with which was served a delicious unknown vegetable and a little sauce-bowl of melted butter and tiny square of crisp bacon. Next came a ragout, and oh! the gravy of that ragout, and with it there was a vegetable that tasted like cauliflower and some other vegetable mingled—but deliciously mingled, and after that there was one of those pancakes that only the Dutch can make to perfection—a pancake with real eggs in it, and then the coffee, the real strong essence of coffee in the bottom of the cup and a silver mug full of hot milk with which to dilute it. Yes, I know Kona coffee is delicious—most delicious if you will go to the Alexander Young Cafe at six o'clock in the morning, when the cafe first opens and the first instalment of coffee is made, and you add your ten cents worth of island *cream* to this coffee. Even with milk the Javan coffee—but I stop there, I shall not speak treason of Hawaiian coffee, it is the best in the world whether it is or not, because it comes from Hawaii, but anyway I wish that the Kona people would get some of this Javan coffee grain and grow it.

And here I am two or three hundred miles south of the equator, in a nice large, thick-walled, cool room with tiled roof, sprawled out dictating my daily diary to Joe, and the day is scarcely half gone, but then in Java one breakfasts at six, lunches at noon and dines at eight in the evening, while the afternoon is spent snoozing on the great Dutch bed indoors.

It was after lunch that Joe and I went out to see a little more of fascinating Java. The banks of the canal are always spotted with gay-saronged women washing clothes, and the brown naked boys and small girls in swimming. This canal flows right by the hotel grounds.

I say "flows" for a river in the rainy season races through the city and empties into the canal, giving it quite a current, so that all along the banks native men may be observed fishing, although I do not believe they ever catch anything, yet the steam tram that runs by the canal always has a rear flat car filled with fishermen and their great baskets of fish.

Joe and I started in on the fruits of Java—what we ate I know not, but I do know that there is a little fruit, about the size of a liche nut divided into little bits of slices the shape of those in the orange, which is one of the most delicious things I have ever tasted.

We had crossed the canal and struck off toward the native section, first passing through a street of mixed nations, where the rows of buildings built seemingly on the plan of Chinese temples formed the street; and what scenes! There were men with nothing on but a breeechclout, racing back and forth with great watering-pots hanging from a stick across their shoulders watering the streets. There were men harnessed to wagons in lieu of horses, and at the end of the street, we discovered a little native market. Here was every kind of vegetable, and here and there itinerant restaurants, and really the viands seemed tempting. At the end of the street, near the market, was a Chinese temple with Doric columns in front, and a portico which was about as incongruous as our Hawaiian-Chinese temples located on the second floor of a modern New England ramshackle frame building. We wandered through the spacious temple into a cocoanut grove, and then found ourselves in the midst of a purely Javanese village, where every house was built of laced bamboo and had a thatched roof. The effect was artistic in the extreme, and we wandered for an hour in real Java before we turned back to the canal where the great, long bamboo boats were lined up. Thirty or forty bamboos, many of them sixty feet long are tied together, their small ends turned up into a sort of bow, and it is wonderful the heavy weights these craft can carry. We walked down the pathway with the canal on one side and the native houses on the other; then we wandered down beautiful avenues on either side of which were great open houses, and in some of the humblest yards scores of beautiful orchids were hanging from trellis work. Javanese musicians and Javanese actors came down the street with native bands, while behind them followed scores of people with chairs, and these formed the impromptu audience. Some times for a mile we did not see a white face—it was like being in another world.

We just drifted—now we were by the river watching the scores of little brown children swimming against the current, and now we were in the great city square where several games of football were being carried on at once by whites, part-whites and colored races. On one side of the square was the beautiful palace of the governor, and on another the great cathedral of the Roman Catholics, with its four spires of wrought iron. It was almost dark when we got back to the hotel and we had done the forbidden thing in Java—we had enjoyed ourselves the entire day without any siesta and we enjoyed every moment of it, and now, although it is seven o'clock, there is an hour before the earliest dinner is served in Java, and the great cement bathtub with its four feet of cool water is inviting me, and I am going to accept the invitation.

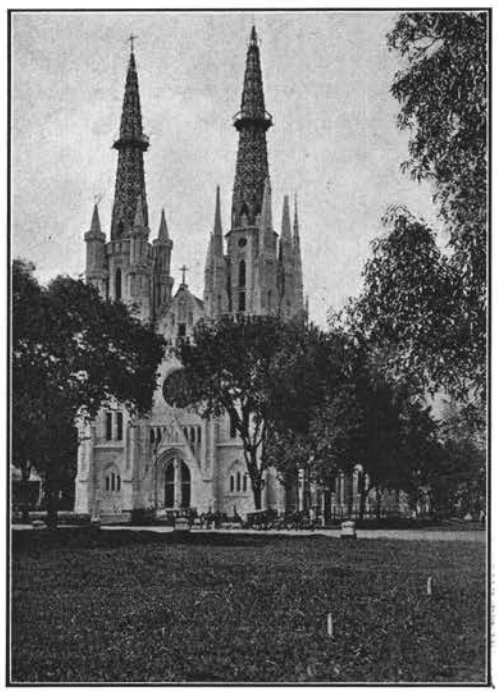
* * *

The water held all day in the cement encasement *was* cool and refreshing. After it was over I took a nap before dinner, and to my surprise I found that in Java there are never any bedclothes, only a sheet to rest upon. In Hawaii I have never slept without a sheet over me, and usually a blanket, so the cli-

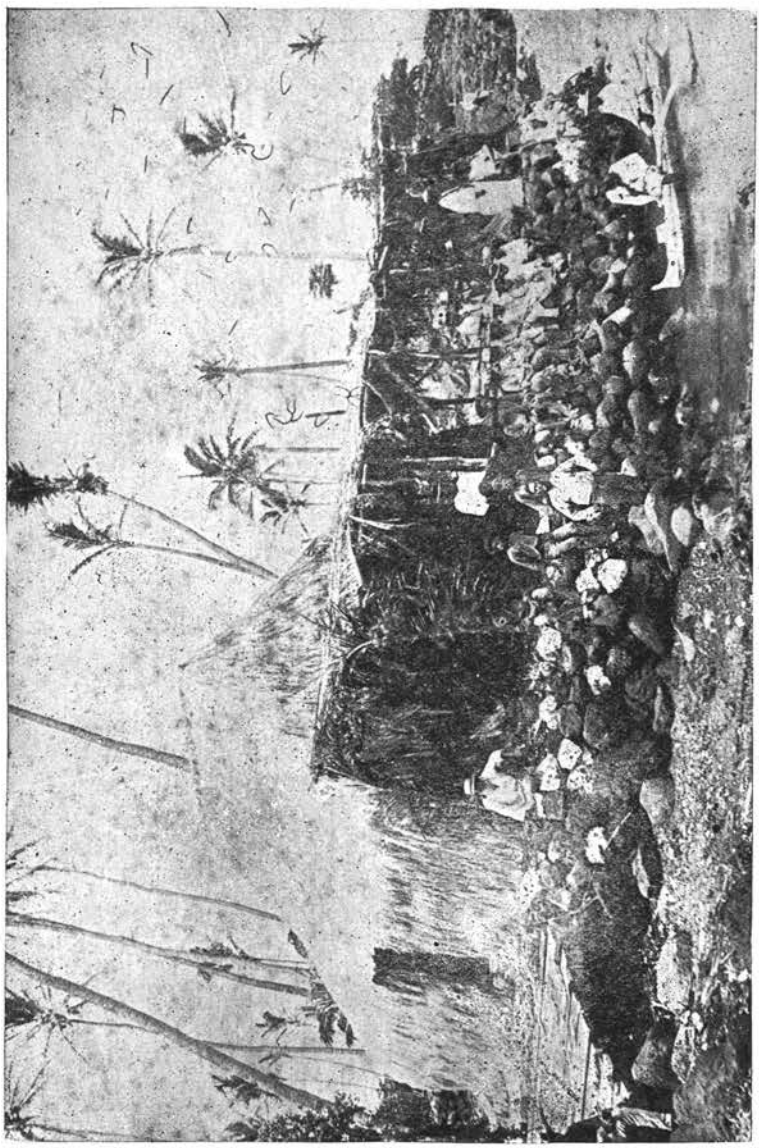
mate is much different. I have fallen right into this plan of the eight o'clock dinner. I like it. It gives time for a bath and a snooze after the pleasure and excitement of the afternoon; and the dinner *was* good. Not more than half a dozen courses, but each one prepared by an artist. Even the spinach was good. There was no bringing you a plate with a small portion of meat in a corner and half a dozen canary bath tubs filled with dabs of vegetables. If carrots were served they were on the bill-of-fare. Usually I do not like carrots, but tonight I ate more than an ordinary helping. Chickens are six cents each in Java, but this did not prevent the artist in the kitchen putting in plenty of time in the preparation of the chicken that was served. After dinner we wandered out to see Upper Batavia (Bellevieden) by night. We meandered down along the canal with its native life, bordered by the great shops and beer gardens of the Dutch, and then we came to the "Harmonie," *the* club of Java, and one of *the* clubs of the world. There is plenty of ground for such a club in Honolulu, and there should be such a club. The entire effect is in white with great spacious verandas and the entire columned interior open to the air. Billiard rooms, dining rooms, smoking rooms, dancing rooms, music and reception rooms, all high ceiling and open to the breezes, and everywhere men in white, reading, lolling, billiarding and leisurely strolling without, and—on the opposite side of the street—what a contrast. There we found a sort of native club. Little stores perhaps eight feet square, twenty or thirty of them, and each store a parapetitic restaurant. I tried to explain to Joe that you get different courses all down the line, and to convince him visited the stalls. Sure enough when we came to the last booth there was nothing but fruit. Many of the fruits we had tried during the day, but I whispered one word to the keeper of the little stand: "Durian." He understood and took me a little beyond, where in the open air stood half a dozen spiked soursop-looking affairs done up in leaves. He gave me to understand that I could take one of these for ten cents, and by sign language gave me to know that upon cutting it open I would have to hold my nose. The durian is about the size of an ordinary pineapple with sharp spikes all over it. For twenty-five years I had been longing to sample the durian, and now my desire was to be gratified. Carefully we carried it back to the hotel and out on the lanai I prepared to open it. In my youth I had once been forced by a lot of newspaper compatriots to spend the night in the old Charnel House Morgue in New York with about thirty corpses. I anticipated that upon cutting open the Durian the odors of that night would be vividly recalled, but alas I was doomed to bitter disappointment. Inside the durian were layers of thick, beautiful custard and no odor ascended. Quickly I reached forth and took one of the layers and broke into it with my teeth, expecting then that I would get the full smell and endeavor to run away from myself. To my surprise there was only a taste of rich young onions and delicious walnuts mixed. Now I am very fond of walnuts, but I detest the odor of onions, so I can't tell whether I like the durian or dislike it. I can eat it but I do not run after it. Joe took one bite and I thought he would go into convulsions. The hotel proprietor who had come over to make the request that we take our durian a mile away from his hotel beat a hasty retreat, and sent a corps of native servants to ask that they be permitted to deposit the remains on one of the other islands. It was the first durian that had ever been opened in the hotel. Joe says that he admires Mark Twain and can understand why he tried to persuade some of his friends to

domesticate the beautiful, gentle polecat, but that he can understand no man, no matter how callous, who would attempt to domesticate the durian, and yet I have several of the seeds of my durian, and they shall go back to Hawaii.

My first day in Java has brought back the thrills of travel as they used to pass over me before I settled down in Hawaii, and I have always said that the greatest and strongest pleasure in life is that first day in a strange new country, when all impressions are new and vivid. Once more I have experienced such a day, but Joe says that although he has enjoyed every moment of it, he would like to be far away in Hawaii tonight, six thousand miles away from the smell of the part of that durian that I ate in my pride.



The Artistic Cathedral, Weltevreden.



Kona is still very much the same Kona that Robert Louis Stevenson knew. The primitive Hawaiian grass hut still exists in many places along the coast.

Captain Cook's Monument, Kealakekua Bay, Kona, Hawaii.

Robert Louis Stevenson In Kona

A story told by a personal friend of many of the world's great writers.

By DR . E. S. GOODHUE.
(The "Sage of Holualoa", Kona, Hawaii.)

Time is yet needed to make it a matter of general interest that Jack London wrote his "Martin Eden" (which Richard Le Gallienne in a recent letter to me says he considers Mr. London's best book), in Kona land, and the curiosity of probably a majority of your readers has not led them to find out that Stevenson spent a few of his precious days at Hookena writing one of *his* best stories —"The Bottle Imp." Yet so it was.

Stevenson himself loved the "quiet spots of the earth," though his "women folks" naturally preferred livelier places.

"Here in this story of mine is the wish of my heart. Like Keawe I would have a house in Kona away from the noisy shallows of life," Robert Louis Stevenson writes to an English friend. "I could be satisfied here forever, and I gladly spend a few days in this delightful lava forest, while the rest go on to Kilauea. To me these dead fields of stone are as fascinating as the activity of Kilauea is said to be."

Stevenson's first visit to Hawaii was

made in 1889, from Tahiti on the yacht *Casco*. With his wife, mother and some acquaintances, he occupied rooms at the Hawaiian Hotel (his friend Stowward had told him of this charming place, and the view from "The Cupola" of the "distant Waianae hills") but he did not stay long, tiring of "the stir and cackle" of Honolulu, and the callers who came to see him more from curiosity than friendliness.

With all his kindliness and humanity, he was a man of moods, and unknown, unwelcome visitors were often shown scant courtesy.

On one occasion at Waikiki he glared upon two strangers (women) who came upon him rather unceremoniously in his "den."

"Get out," he growled, "damn ye, get out."

But no one could be sorrier for what he said than Stevenson could be, and none ever made humbler reparation.

He was never ashamed or afraid to take back things; in this quality, and the utter simplicity and sincerity of his nature lay the secret of his many lasting friendships.

Mr. Hammerton tells us in 1907 that "very little has been published about Stevenson's visits to the Hawaiian Islands beyond what he himself wrote of these episodes in his wander years;" but we find something in a very interesting contribution to the *Scots Pictorial* regarding Mr. Stevenson's stay at Hookena.

"His health was so bad—he did not even get the length of the Kilauea half way, at Hookena, a native village in the district of South Kona, island of Hawaii, and there he remained until the rest of his party returned.

Hookena lies seven miles south from Kealakekua Bay, the scene of Captain Cook's death; and about half way between the two places is Honaunau, where still stand the remains of the black lava walls of the "Puuhonua" or Hawaiian City of Refuge.

It was whilst waiting for the return of his party of friends from their visit to Kilauea that Stevenson must have composed his tale of the "Bottle Imp."

The sole occupation of the Hawaiians living on the beach at Hookena is fishing in their slender outrigger canoes, and occasionally surf swimming in the bay. The late D. H. Nahinu's house at Hookena, where Stevenson lived during his sojourn, is close to the beach, immediately in front of the spot where the seminaked fishermen are wont to launch their long, narrow canoes; and it was very likely when seated on the veranda in the cool of the evening and watching the different crews paddling to land with their loads of "opelu" or "akule," that the idea of the Bottle Imp came into his head.

Apart from the occupation of watching the young men and children amusing themselves by swimming in the breakers on the top of their surf boards, there is little to interest the visitor to Hookena.

Certainly the view just before sunset looking towards the palm trees of Kalahiki and the slopes of the huge snow-capped Mauna Loa, where the coffee and awa grow, is enchanting; but unless one can live on fish and poi, or rice and eggs (it is difficult to get anything to eat here) one soon tires of Hookena and is glad to get a change to fresh fields and pastures new."

Under date January 22, 1889, Stevenson's mother writes of leeward Hawaii:

"Yesterday morning at 10:30 we sighted Hawaii, a lofty mountain with white clouds wreathed about it, above which its head was uplifted. We were spinning along at such a rate that the captain quite thought we should reach Honolulu by the evening, and we were pleasurably excited.

"But alas! when we got under the lee of the land the wind fell; and this morn-

ing we are becalmed and only a little further north than the bay where Capt. Cook was murdered. This side of Hawaii (about opposite our house) is very bleak and treeless, with high cliffs, and it is hard to be stopped when we are so near port, but I am thankful to say our food supplies have held out."

To the average tourist and to some residents themselves, leeward Hawaii, up as far as the forest belt, is a "dreary waste."

To the few who know it well and love it better, its appeal is strong and intrinsic. From Makalawena, along the whole coast line to Hoopuloa, there is not a dull or uninteresting spot; which can be said of few printed pages.

The versatile sea with its colors at dawn and sunset, its pertinacity and restlessness always in evidence; the ragged, broken rocks strewn by hot impulse and hiss of steam, now cold and dead: cliffs, bays, inlets, sunny curves, pebbly beaches; little higher up, fields of lava whose wideness and blackness are an inspiration to thought; then the wooded slopes, and the summits touched perhaps by a flocculent cloud; above all, the hollowed Kona sky, deep, blue, imperturable; always, too, the air moving back and forth from mountain and sea in studied exchange; in mildness and purity; with a serenity that pervades day and night alike.

Even here one must come at last to a question of eating, but I do not know that Kona is worse rationed than other country sections of Hawaii. Most travelers are exacting of the places from which they expect esthetic inspiration; the merest lack of "modern conveniences," good steak, or aromatic coffee, seems to strike them dumb and paralize appreciation.

It is not so with really great and sincere men. It was never so with John Muir who could get along without matches to light his pipe. It was not so with Stevenson. The inexhaustible resources of his fancy and imagination gave him as they give others, the subtle power to see beauty where others find only a "dreary waste."

"There was a man of the island of Hawaii," begins Stevenson, "whom I shall call Keawe; for the truth is, he still lives, and his name must be kept secret; but the place of his birth was not far from Honaunau, where the bones of Keawe the Great lie hidden in a cave."

It has been said that the original of "Keawe" is Capt. Simerson of the Mauna Loa; but this is not so.

I am satisfied that Charles Keike is the man, still living though now very old, born "not far from Honaunau—first-rate mariner besides, sailed for some time in the island steamers, and steered a whale boat on the Hamakua coast."

He has led an unusually interesting and adventurous life, visited San Francisco and other large American cities, but returned after all to build him a "house in Kona—a better place of all the others."

Here in his garden is a shrub planted by the hand of Kalakaua, with roses from Queen Emma's bush, and many plants the gift of the present Hawaiian queen. A comfortable house it is; pictures on the walls and toys on the tables, with verandas where I have spent many an hour listing to the old man's talk.

Near the Nahinu house lived Keawe and his wife, both dead, but they talked with Stevenson, as their son tells me, and no doubt R. L. S. borrowed their name for his particular use.

" 'Said Lopaka—' make up your mind —for I have an idea of my own to get a schooner and go trading through the islands.'

'That is not my idea,' said Keawe; 'but to have a beautiful house and garden on the Kona coast where I was born,

the sun shining in the windows, pictures on the walls, and toys, and fine carpets on the tables, for all the world like the house I was in this day, only a story higher and with balconies all about like the king's palace; and to live there without care and make merry with my friends and relatives—'

"Now the house stood on the mountain-side, visible to ships. Above, the forest ran up into the clouds of rain; below, the black lava fell in cliffs, where the kings of old lay buried. A garden bloomed about that house with every hue of flowers; and there was an orchard of papaia on the one hand and an orchard of herdprint on the other, and right in front, toward the sea, a ship's mast had been rigged up and bore a flag. As for the house, it was three stories high, with great chambers and broad balconies on each. The windows were of glass, so excellent that it was as clear as water and as bright as day. All manner of furniture adorned the chambers. Pictures hung upon the wall in golden frames—pictures of ships, and men fighting, and of the most beautiful women, and of singular places; nowhere in the world are there pictures of so bright a color as those Keawe found hanging in his house.

As for the knickknacks they were extraordinarily fine; chiming clocks and musical boxes, little men with nodding heads, books filled with pictures, weapons of price from all quarters of the world, and the most elegant puzzles to entertain the leisure of a solitary man.

And as no one would care to live in such chambers, only to walk through and view them, the balconies were made so broad that a whole town might have lived upon them in delight; and Keawe knew not which to prefer, whether the back porch, where you get the land breeze, and looked upon the orchards and flowers, or the front balcony, where you could drink the wind of the sea, and look down steep walls of the mountain and see the *W. G. Hall* going by once a week or so between Hookena and the hills of Pele, or the schooners plying up the coast for wood and awa and bananas.

"One day followed another, and Keawe dwelt there in perpetual joy. He had his place on the back porch; it was there he ate and lived, and read stories in the Honolulu papers; but when any one came by they would go in and view the chambers and the pictures.

"And the fame of the house went far and wide; it was called Ka Hale Nui —the Great House—in all Kona; and sometimes the Bright House, for Keawe kept a Chinaman who was all day furbishing; and the glass, the gilt, and the fine stuffs, and the pictures, shone as bright as the morning.

"So time went by, until one day Keawe went upon a visit as far as Kailua to certain of his friends.

"A little beyond Honaunau, looking far ahead, he was aware of a woman bathing in the edge of the sea; and she seemed a well-grown girl, but he thought no more of it. Then he saw her white shirt flutter as she put it on, and then her red holoku; and by the time he came abreast of her she was done with her toilet, and had come up from the sea, and stood by the track-side in her red holoku, and she was all freshened with her bath, and her eyes shone and were kind.

"I am Kokua, daughter of Kiano," said the girl. "I was educated in a school in Honolulu. I am no common girl."

Lopaka, Kiano and Kokua are local names, the last that of a charming girl who lived in view of Nahinu's house, up on the Kalahiki bluff where the palms are.

A few years ago I attended her in her last illness.

Since Stevenson has told us about the Kona house, let us see what Jack London has to say about the Kona climate in his "House of Pride":

"You cannot escape liking the clim-

ate," Cudworth said in reply to my panegyric on the Kona coast.

"I was a young fellow, just out of college, when I came here eighteen years ago. I never went back, except, of course, to visit. And I warn you, if you have some spot dear to you on earth, not to linger here too long, else you will find this dearer.

"We had finished dinner, which had been served on the big *kanai,* the one with the northerly exposure, though *exposure* is indeed a misnomer in so delectable a climate. I looked through a screen of banana and lehua trees, and down across the guava shrub to the quiet sea one thousand feet beneath.

"For a week, ever since I had landed from the tiny coasting steamer, I had been stopping with Cudworth, and during that time no wind had ruffled that unvexed sea. True, there had been breezes, but they were the gentlest zephyrs that ever blew through summer isles.

"They were not winds; they were sighs—long, balmy sighs of a world at rest.

"A lotus land," I said.

"Where each day is like every day, and every day is a paradise of days," he answered. "Nothing ever happens. It is not too hot. It is not too cold. It is always just right. Have you noticed how the land and the sea breeze breathe turn and turn about?

"Indeed I had noticed that delicious, rhythmic breathing. Each morning I had watched the sea breeze begin at the shore and slowly extend seaward as it blew the mildest, softest whiff of ozone to the land.

"It played over the sea, just faintly darkening its surface, with here and there and everywhere long lanes of calm, shifting, changing, drifting, according to the capricious kisses of the breeze. And each evening I had watched the sea breath die away to heavenly calm, and heard the land breath softly make its way up through the coffee trees and monkey-pods.

"It is a land of perpetual calm," I said.

"Far above towered the huge bulks of Mauna Kea and Mauna Loa, seeming to blot out half the starry sky. Two miles and a half above our heads they reared their own heads, white with snow that the tropic sun had failed to melt.

"You see, the land radiates its heat quicker than the sea, and so, at night, the land breathes over the sea. In the day the land becomes warmer than the sea, and the sea breathes over the land. Listen! Here comes the land-breath now, the mountain wind.

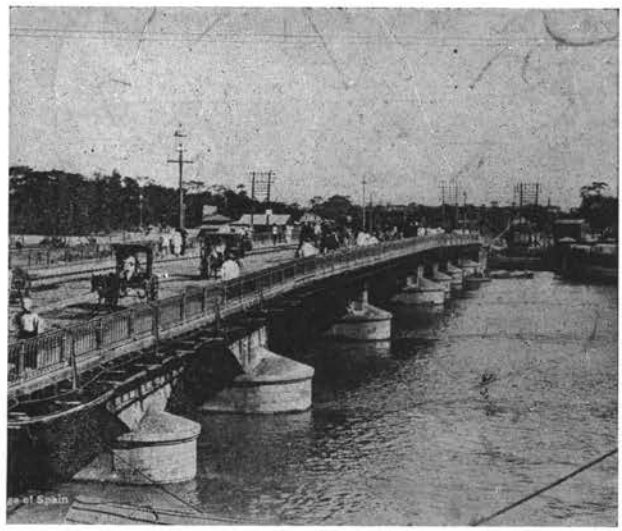
"I could hear it coming, rustling softly through the coffee trees, stirring the monkey-pods, and sighing through the sugar cane.

"On the *lanai* the hush still reigned. Then it came, the first feel of the mountain wind, faintly balmy, fragrant and spicy, and cool, deliciously cool, a silken coolness, a wine-like coolness—cool as only the mountain wind of Kona can be cool.

"Do you wonder that I lost my heart to Kona eighteen years ago?" he demanded. "I could never leave it now. I think I should die. It would be terrible."

Robert Louis also learned to love Kona, and here, cut off from the rest of the world, he lived, received inspiration and worked.

In the Philippine Islands there are wonderful avenues of the coconut palm, which, besides providing great scenic driveways, give a handsome profit from the sale of the dried coconut meat—or copra of the tropics.



The historic Bridge of Spain.

Manila and Its Environs

As seen by men who must know every inch of the ground.

By CAPTAINS GEORGE SEAVER and MARK SCOTT

THERE are a number of pretty spots in close connection with Manila which can be visited within a few hours.

One of these is Fort McKinley, said to be the largest post of the United States Army, which is situated seven miles from Manila. It extends along the Pasig River for a number of miles, and occupies a most commanding site. From the high ground situated within the enclosure can be seen the harbor, the city, and the broad Laguna de Bay. The roads through the great military reservation are broad and well kept, and wind through some pitcuresque spots. The trip out and back to Fort McKinley can be made by auto in a couple of hours, and by team in three hours.

One of the most pleasant rides about the city is through the beautiful district of Singalong, past the Government laboratory, the new hospital and to Passay and Paranaque. Here, in Singalong, one can get some idea of the beautiful flowers that are grown in the Philippines, and also some idea of the ordinary ways of living of the native people in the provinces. The road is kept in good condition by the city officials, and is one of the favorite driving places of the city.

The Singalong Road at last passes through the town of Pasay, and the Pasay Road is taken. This is a well kept boule-

vard, and continues around the bay shore to Cavite. Out some distance on this road the Zapote Bridge is reached, and here one of the stiffest engagements of the insurrection was fought out. The insurrectos put up a good fight, and it took the combined forces of the army and navy to dislodge them. Returning by Malate, old Fort San Antonio Abad is passed, and it was this place that the guns of Dewey shelled on the historic 13th of August, 1898, which compelled the surrender of Manila by the Spaniards. The Pasay Road winds for the most part along the bay shore and the return by Malate and Calle Real brings one through a very pretty residence district.

One can get a fair idea of Manila itself by leaving the Government docks to the Malecon Drive, passing the Legaspi and Urdnaeta Monument; (this monument was found by the Americans on the arrival here in 1898. It was placed in position by them in 1901. Legaspi was the Spanish general in command of the troops which captured Manila from the natives May 19, 1570. Urdaneta was an Augustinian friar, who accompanied Legaspi on this voyage to the Philippines); to the Luneta; the New Hotel, the Army and Navy and Elks' clubs, Wallace Field (Carnival site); University Club; passing up Calle Real, Ermita (the Observatory of Manila can be seen as you pass Calle Padre Faura), passing Military Plaza and the commanding general's residence; to the Malate Church and the monument of Isabella the Second, who was one time queen of Spain; out Calle Real to Washington Park to Fort San Antonio de Abad, near which the American soldiers landed in 1898, and after taking this fort from the Spanish troops, marched into Manila; to Calle Vito Cruz, to Singalong.

Via San Andres, passing the Agricultural Experiment Station (this is one of the many experiment farms scattered through the islands to give the Filipinos the benefit of improved methods of carrying on agriculture); to Calle Wright; down Calle Wright to the buildings of the new General Hospital and Philippine Medical School; the Government Laboratory (a visit to which would prove very interesting to those interested in the medical and mining developments and experiments since American occupation); down Calle Herran to Calle San Marcelino, to the Paco fire station and the Paco Cemetery. (This cemetery was build in 1810; it contains niches for 1,782 bodies. Formerly a fee was charged for the use of these niches, and when one's family failed to pay, the bones were thrown into a "deposito" in the back part of the cemetery. The bones are now covered up.)

Down Calle Nozaleda, passing Calle Isaac real (on which street are situated the Episcopal Cathedral and the Columbia Club), the Methodist Church, Carnival site, and the residence of military officers; then passing the old Real Gate, built in 1780, where the new aquarium is being built and where specimens of numerous and beautiful fishes of the P. I. are housed; through the new Palacio entrance; passing Cuartel de Espana (now occupied by American troops); the Santa Potenciana Building; the San Augustin Convent and Church (this is the oldest church in the Philippine Islands, having been built in 1591); up Calle Real to Calle Arzobispo, passing the Jesuit College, Museum and Church (the interior decorations of the church of St. Ignatius are most beautiful, being carved of native hardwoods), to Calle Postigo.

Down Postigo, passing the courthouse, an old foundation (This foundation is an example of how things were conducted in Spanish times. Money was appropriated and supposed to have been spent to build a government building on this site, but nothing further was done after starting the foundation); to Plaza Wm. Mc-

The Legaspi Monument on the Luneta.

Kinley and the statue of Carlos the Fourth (the Catholic Cathedral fronts on this plaza); also the Ayuntamiento (this contains the offices of the Philippine Government, formerly occupied by the Spanish Governor-General); to Fort Santiago (built in 1590, and has been the scene of many stirring events. This was the fort taken by the British in 1762 when they captured Manila. Here it was that General Merritt received the surrender of Manila on the 13th of August, 1898); to Calle Aduana, passing the Intendencia Building (now used by the Bureau of Audits and the Treasury of the Philippine Islands); to the Santo Domingo Church and Convent (a stately Gothic structure. The doors of this church are especially worthy of notice; the beautiful marble bases, altar steps, altar railings of worked brass, and the sacristy); down Calle Solano, passing the San Francisco Convent and Church. Leave Walled City via Victoria, passing the Manila High School and out through one of the new gates.

To the City Hall, Taft Ave., Normal School, Government Printing Plant (all erected since American occupation). Military Hospital; to the famous Botanical Gardens and Zoo of the city of Manila. (Here are plants of every known variety found in the Philipppines. The Zoo is small but interesting); to the Estado Mayor (military offices, Department of Luzon); Cuartel Infanteria (formerly used by the Spanish infantry as barracks,

now occupied by the U. S. Signal Corps. The wireless station conducted by the same body); the Government Ice Plant (a modern and up-to-date factory for making ice and distilling water); the Postoffice; crossing the Bridge of Spain (the original built on pontoons, rebuilt by Juan Nino de Tabora in 1631. Two center spans were destroyed by an earthquake in 1824 and for twelve years pontoons were used again, when it was repaired. Has been widened twice since American occupation); passing through the main business section of the city—Plazas Moraga and Cervantes, Calle Rosario to the Binodo Church, Plaza Callderon de Barco, to the Oriente Building (formerly one of Manila's hotels, now used by the Government as office building).

Take Calle Reina Regente (passing the Cuartel Meiste, formerly used by the Spanish army as a garrison and later by the Americans for the same purpose, now used by the city government as a police station and for schools), to Calle Azcarraga, passing theatres, Bilibid Prison, famous steel church of San Sebastian, to Plaza Santa Ana, to Calle Aix, to the Rotonda (here is a fountain built in honor or Carriedo, who gave to the city of Manila in the year 1743 its water system), down Calles Aviles, Uli Uli to the Malacanan Palace, the residence of the Governor-General, that of the Chief Justice of the Supreme Court, the Honorable Cayetano S. Arellano, 432 General Solano; San Miguel Brewery (the only brewery in the Philippine Islands), the San Miguel Church, General Solano, the Ayala Bridge, San Miguel Street, to Calle Echague, the Quinta Market (one of the several new and modern markets built since American occupation), to the Plaza Santa Cruz and Church, Plaza Goiti, the central down town hotels and business district.

The trip along the Pasig River takes in, beside the lighthouse, the Farola district and various government buildings, the Anda Monument, built in honor of Anda, that Spanish general who refused to surrender to the British in 1762-1763 when they captured Manila — and the Magallanes Monument, which was built in honor of the great explorer, Ferdinand Magellan, who discovered the Philippines in 1521. Most interesting of all things to be seen along the Pasig River trip is the famous old walled city, built in the fifteenth and sixteenth centuries. The work was started by Governor Gomez Perez Dasmarinas with money raised from a tax on playing cards, and on all goods brought into Manila. Many additions were made to the walls from time to time. The walled city has been captured twice, first by the British in 1762, and again by the Americans in 1898.

Along the Pasig and its environs are also the postoffice buildings, formerly the Cuartel Fortin, and occupied by Spanish troops; the Compania General de Tabacas de Filipinas cigar factory, owned and operated by the Spanish, and the Germinal Cigar Factory, which is practically the only cigarette factory in the islands owned entirely by Filipinos; Malacanan Palace, residence of the Governor-General of the islands; San Juan River Bridge, where the opening guns of the insurrectionists were fired against the American troops, February 4, 1899, and the old town of Guadalupe, where the monastery of Guadalupe, built in 1601-1615, stands and where was fought one of the stubbornest battles between the Americans and insurgents, when the church was burned.

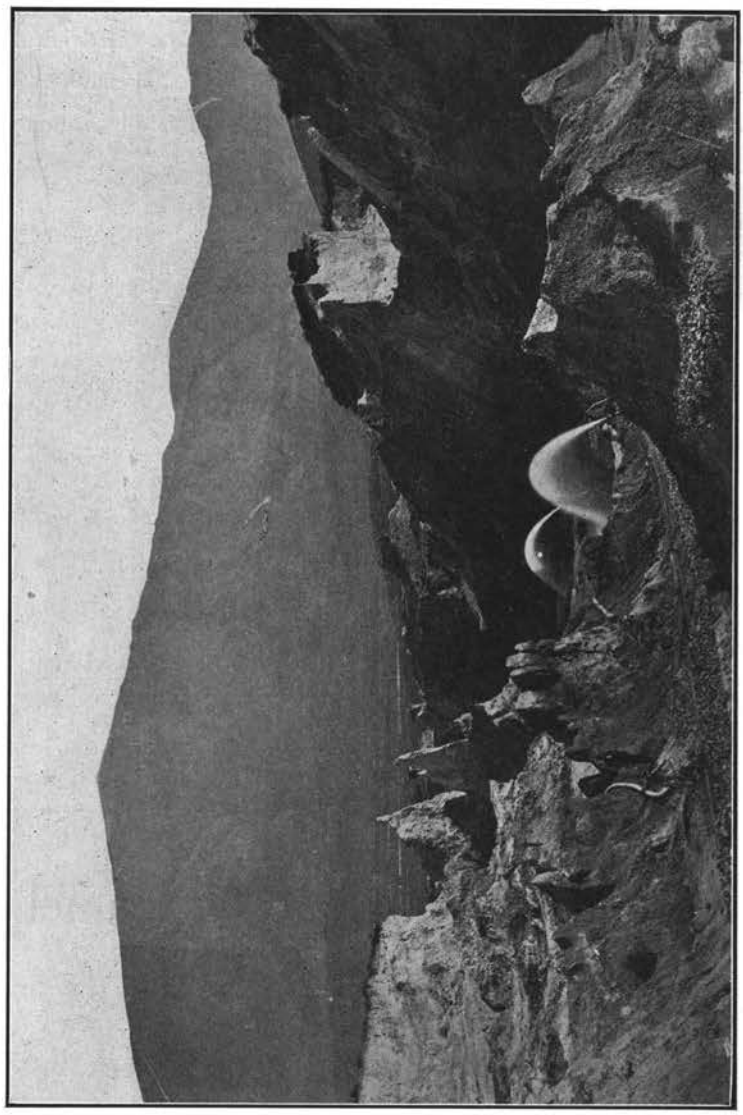
For a truly Oriental flavor one must go to the Binondo district, Manila's Chinatown. Here the six-foot passages—the only streets—are crowded with Chinese who seem to feel perfectly at home in the shadow of the overhanging walls. Crossing back to the Pasig River district one may find the little town of San

Pedro de Macati, and watch, beneath the glare of electric lights, a famous cock-fight, sharing the excitment which he can't help feeling as the fight progresses, with Filipinos, Spaniards, Chinese, Japanese and the riff-raff of all nations.

A large pipe organ, built of bamboo, by Pedro Diego Cera, may be seen at Laspinas. Even the pipes—1,714 of them—are made of bamboo.

There are many other sights and scenes in Manila that are well worth a visit. The tourist, if he stays long enough, will hear of these, or will, if he cares to ramble about without a guide, run into many of them himself, when the pleasure of discovery will be greatly enhanced by the belief that he is the orginal discoverer.

Part of the New City.



In Central Australia there is gold. Some day, perhaps, great deposits will be discovered, and then the development of this region will begin and the desert will recede before the arts and science of man.

The Aboriginal.

Through Central Australia on Camel Back

From the notebook of the man who made the trip.

By JAMES FLYNN.

THE sun is bright, the air is beautifully clear, and light clouds break up what would otherwise be a monotony of perfect blue. The spinifex had rain to freshen it a fortnight ago, and the dark green clumps stand out on ground of red sand which stretches for miles in the long valleys between very low hills. These hills seem to be waves of drift sand

merely, but here and there naked rocks seem to indicate that the ridges are really outcrops of stone lightly dusted over. Desert oaks are looking their best, and throw deep shade where several are grouped together, but the breeze which murmurs in a delightfully lazy fashion through their needle-like "leaves" is cool today, so shadows are needed only for purposes of the picturesque.

Rising out of the spinifex clumps are long stalks which carry ears not unlike wheat. If the plants grew closer these would look like a crop, but the stray cattle could not eat the nourishing ears with any degree of comfort, for spinifex spines are tough and very sharply pointed. Between the groups of oaks this breeze is too lazy even to murmur, and deepest silence reigns. No birds are near, for water is far away. But we have brought our music with us—a regular swish in the canteens, which keeps harmony with the muffled drum, for the camel is a master bandsman, drumming with ugly feet on the surface of Australia.

"Texas" is in the lead. He is bowed low, lost in a book. His camel knows the track, and plods steadily on unguided. The second camel, piled high with His Majesty's mails, is attached by a line from its nosepeg to the leader's tail. The third, similarly attracted to the second, is loaded with packbags, canteens, general cargo, and coiled on top of the whole is "Pup." The fourth camel is loaded with quartpot, waterbag, swag, blankets, and, crowning all in an attitude hardly coiled or anything exactly orthodox, is the scribe. He is not reading. The present is too good to be wasted that way.

Now and again the pack camels give low moans and look back awkwardly, noselines notwithstanding, for they are anxious mothers, and cannot hear the lanky calves which follow in stately deliberation away in the rear. Pup then starts up, takes in the situation, and yelps in a tone of great authority. The calves make an ungainly sprint for an instant only, and relapse into stateliness.

These are decadent times, in which authority is played out. Time was, some three weeks ago, when the first look or sound sufficed, and Pup was a power indeed as he looked rearwards from his lurching throne. Alas, through not being content to keep his throne during hot hours of the day Pup got sore feet on the burning sand, was condemned in mercy to rest at home during one trip, and the calves had time to think out the essential difference between a snapping dog at heel and a yelping dog on mother's back. How many representatives of authority have suffered from sore feet or something!

Perhaps there was a sound of offended dignity in that last yelp, for Texas rouses from his book, twists round, and regards his companion—the human one. "How're you doing?" he calls, opening the afternoon's conversation. "Great." The companion consults his watch. It is five minutes past five—and we started at one!

What a wonderful place is Central Australia, called "finest pastoral land on earth" by one and "desert" by another. I would rather let some one else speak for utterance is certain to make trouble. What a pity one could not always lurch along in silence on top of a patient camel, with a good book, a full water bag and no critics. Here, however, is a doctrine to which many have agreed; Central Australia is the core of a big whole which must be bored through with a railway. The line at present runs round by Melbourne and Adelaide to Oodnadatta. A little more than 1000 miles will connect that distant place with Pine Creek which is already joined to Darwin.

Leaving Oodnadatta the way lies due north. Macumba Station, 30 miles out, is away from the track. One must travel 80 miles to Dalhousie, or 90 miles to

Hamilton Bore on the alternative track, before coming to a habitation. All along the country is more or less of the gibber variety, and there are patches which look terribly bare to southern eyes. At intervals creeks are met with, creeks of dry sand. The Alberga is a quarter of a mile wide, with stunted gums growing all over the bed. The Macumba is lined with bigger trees, though no permanent surface water is found near the road. Travelers are well enough catered for, however, "Wire Creek Bore" is only a little over 20 miles from Oodnadatta. Then at 50 miles you come to "Ten Mile Bore." (This bore is ten miles away from somewhere necessarily; we don't know where, but it doesn't matter, the water is good). Here a strong flow runs from the pipe into an old creek bed where it makes a narrow waterhole a couple of miles or more in length. Reeds grow thickly at the edge, fish splash about toward evening, waterfowl —and mosquitoes—come and go.

Following the Dalhousie branch track one crosses a sand belt of country for a dozen miles, sometimes crossing "claypans," hard, level, wonderfully smooth places which the wind sweeps clean. Here fine patches of mulga grow in places, and grass is abundant in good seasons. Further on, more gibber country is met, looking bare indeed after three dry seansons. Dalhousie springs are in the midst of this country. The springs are of considerable size and very numerous. One authority assured us that the springs are bottomless. The next place on the road is "the Federal." Pipes are laid all over the grounds, which include a flower garden, fruit trees and tennis lawn. The tank stand is not visible to the eye, being covered with a mass of "Poor Man's Bean;" and underneath is the kitchen in the coolest place.

At Blood Creek, 7 miles away, is a store—that's all. Twenty miles farther on is Charlotte waters, just across the border of northern Territory. Here you find telegraph station, again creek and above with pumping station.

Horseshoe Bend boasts a hotel-cattle station. Here the Finke River, mostly just clay sand makes a sweep, hence the name.

Just on the brow of a rise only about fifty yards from where you look down over the river and hotel, there was once a sad tragedy. A foot traveler had reached this point in extremity through weariness and thirst. Possibly he had been careless in not providing himself with enough water for the stage, for it is certainly not a severe one for these parts; possibly he was overtaken by a sudden attack of illness, to which any man is liable travelling in hot weather; at any rate, here, almost in sight and sound of the house, not half a mile away, weakness triumphed over reason. The poor fellow tramped round and round in a small circle, making a distinct track, until at last he sank down to die alone. He was found a day or two afterwards by the hotel folk, and buried where he fell.

At Horseshoe Bend is a camp of blacks, where sometimes a hundred or more may be found. Some work on the station, others are engaged by passing drovers, and thus earn the wherewithal to be gentlemen of leisure for the succeeding spell. The condition of these blacks is not what one would like to see, but one must not fly to hasty conclusion about causes and remedies. Among the white residents there is a general feeling of kindliness towards the natives, and the distribution of clothes, rations, and tobacco runs into much money, which can at times ill be spared. One has not only to "do for" blacks who are in one's service; their friends and relatives, old and young, come also and camp along side; welcome or unwelcome, these share in everything, for socialism is not a mere theory amongst these original inhabit-

ants of Australia. Not even the famous two Angora goats would be spared here.

Thus partly to ensure the workers getting enough to eat themselves, and partly out of genuine pity, the whites deal out rations in many cases far more lavishly than mere justice demands. All this does not alter the fact that things are not as they should be, and the kindness is at the best of that quality in which domestic animals share. The residents cannot do more, however. They are there to look after their own interests, and sometimes find all they can do to struggle against adverse circumstances of drought and other handicaps. State and Church—or, is it Church and State?—are responsible, and whatever improvements may be necessary must be undertaken by them. To the honor of the whites, too, I can add this. I believe the church will not carry conviction among the white residents of Central Australia, either thoughtful or careless, until it does something for the blacks, especially for the half-caste. But we cannot enter into this difficult problem here.

At Horseshoe Bend the coach stops, and mails are carried beyond by camels —one lot north to Alice Springs and Arltunga, the other norwest along the Finke River to Herrmansburg. It was beyond here that Texas and I entered the spinifex country. Some miles on we passed between two strong posts. What an excellent friend is habit! Travelers still go through the gateway, though gates and fence alike have long disappeared. Forty years ago this was the entrance into the huge territory of a great pastoral company. Owing to difficulties of intermittent droughts and constant isolation from railways the company has gone where the fence since followed—and the man who erected the fence now owns this station among others. We passed on slowly, for pack camels will only travel about four miles an hour.

In the hundred miles from Horseshoe Bend to Alice Springs we passed (in actual sight of) a police station, where a young trooper is to be found sometimes, though, as a rule, he is away anything up t oa hundred miles or more on patrol.

Alice Springs has some surface water, however: a valuable pool alongside which the telegraph station is built; but with this exception, the Todd River is generally dry. It is a bed of sand lined by gums. Sometimes a great flood will come down out of the hills above, yet soon it all passes. But water is near, nevertheless. Near the blacks' camp, you may see a lubra very busily engaged in obtaining a domestic supply. She has dug a hole waist deep in the sand, and standing therein scoops up the water with a jam tin from the neighborhood of her feet, thus gradually filling a bucket of which she is the proud owner.

So wells are plentiful in the township. The water raises and falls according to season; sometimes it will recede 40 feet down, but generally may be obtained as shallow as 20 feet. It is of very satisfactory quality, and so is the soil around. I tasted fine dates fresh from the palms, but the superior kind were not yet ripe. The superior ones must be very good.

One of the storekeepers had navel oranges growing luxuriantly, though still young and small trees. Their fruit was also unripe, but some time after my return to Melbourne I saw samples of that same crop on exhibition in Collins Street. Anyone who happened to see them will agree as to their fine quality.

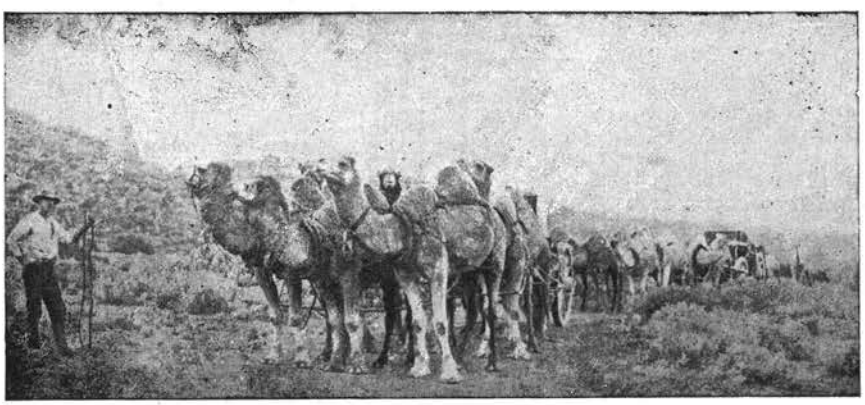
Enthusiasts wax eloquent about the climate. "Finest in the world!" We have heard this confident remark about so many places that we are tempted to think the world remarkably good all over, but it must be admitted that many of the admirers of Alice Springs have been travelers of considerable experience, not parish pump orators.

We would prefer to have Macdonnell

Ranges many times as high, but as that is out of the question at this late date, we must make the most of them as they are, somewhere about the same height as Blue Mountains, N. S. W. They rise, however, out of a high tableland, and thus do not tower above the surrounding country as the coastal ranges do. Such as they are they are very bold in outline. They run in parallel ridges about 150 miles east and west; Alice Springs is in the very heart of them. How sharply they rise out of the plain in places may be gathered from the fact that near Heavetree Gap, where vou enter the enclosed plain between the second and third ridges, the police have erected two parallel fences several miles apart from the first to the second ridges, and thus have formed a complete paddock.

The gaps in these ranges are peculiar. Every few miles you find one, a great cleavage from top to base of the range where a creek comes through. Simpson's Gap, sixteen miles west, is one of the most interesting.

Seventy miles east gold is found. There Arltunga has had its rise and decline. The battery has closed down now, and very few miners are left. The mortality among the miners has been rather severe owing to the awkward nature of the country and crude methods of mining. What the ultimate worth of these fields is must be left to the future to decide, but with a railway over 350 miles away by shortest route, consequent high freight and fare, and loss of time in traveling, it is not likely that much thorough testing will be done in the near future. And yet at the present moment representatives of a Sydney company are working hard developing a mica field 50 miles beyond Arltunga!



The "ship of the desert" in Australia.

EDITORIAL COMMENT

Honolulu and the Pan-Pacific Exposition, 1917-1918

HAWAII is at the Cross-Roads of the Pacific. It is the natural and logical center, not only for a Pan-Pacific Exposition, but here should be located the one great free port of the Pacific. Honolulu should become the warehouse of raw material from every part of the Great Ocean, from whence it might be again redistributed to the world. From Hawaii should issue the great propaganda of Pacific progress; here should be gathered the nucleus of a permanent Commercial Museum of Pacific industry.

A Pan-Pacific Exposition held at the Cross-Roads of the Pacific might well serve to bring together and consolidate the efforts to establish a permanent but movable exhibit of the industries and attractions of the lands and islands in and about that greatest theatre of commerce — the Pacific Ocean.

More than two-thirds of the world's population live and progress in the lands that border on the Pacific, and at the very Cross-Roads of the traffic among these races and peoples is Hawaii, and here every nationality of the Pacific is at home.

The Japanese of the Mid-Pacific can easily afford to erect a permanent exhibition building which will be a monument to the prosperity of their people in Hawaii, and to this they can invite their countrymen in Japan to send, space free, exhibits that will make all the people of the Great Ocean realize the progress that New Japan is making. The same statement holds true of the Chinese in Hawaii. The Filipinos at these Cross-Roads Islands are numbered by the tens of thousands, as are the Koreans, while the Rusian from Siberia form quite a colony, eager to do its share in the Pan-Pacific propaganda. Australia and New Zealand are well represented by influential citizens, while the sons of Canada, Oregon, and California are among the makers of modern Hawaii, one of the most prosperous and advanced communities in the world.

Honolulu is in direct touch by steamship service with the Pacific South American Coast, while there is a steady stream of steamship arrivals from Panama bound for almost every port of the Pacific and the world beyond.

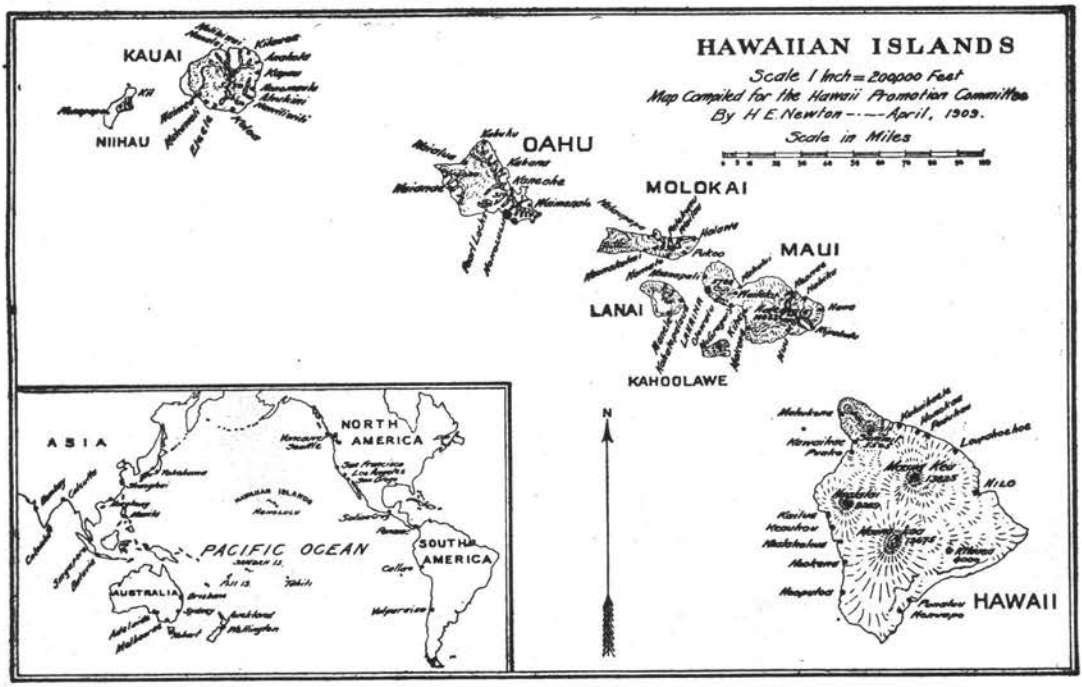
While other lands are unfortunately tearing each others' commerce to pieces, let us of the Pacific get to gether and help each other to better things and to grander achievements, taking a just pride in the growth of the commerce of the Pacific.

From a Pan-Pacific beginning in Hawaii we may yet teach the whole world the lesson that the fruits of co-operation are sweeter far than those that grow in the garden of competition. It is for us to forward a movement that will tend to lift all to higher things, to strive together to attain a loftier standard in the material life for all the peoples of the Pocific, so that each and all will benefit, no matter what their race, nationality or country.

Let us begin to study each others' attractions and advantages. Let us begin scientifically and earnestly at a Pan-Pacific Exposition and convention of Pacific peoples to help each other, rather than to crush one anothers' efforts. Let us aid each other to become efficient that all may benefit. Let us study the art of working together, and to this end Hawaii invites her sisters of the Pacific to a co-operative Pan-Pacific Exposition and Congress of Pacific people, to be held in Honolulu during the years 1917–1918.

Among the Hawaiian Islands

Map by courtesy of the Inter-Island Steam Navigation Company.



The Island of Hawaii is about the size of the State of Connecticut; the area of all the islands is about two-thirds that of Belgium.

STEAMSHIP SERVICE.

From Honolulu, on the Island of Oahu, to and from the Island of Maui, there is almost daily service, either by way of Kahului on the lee side of Maui, or on the windward side, at Lahaina, there being splendid auto services between the two.

Twice a week there are sailings from Honolulu for the Big Island of Hawaii.

Communication between the islands of Hawaii is maintained by the splendid and frequent steamers of the Inter-Island Steam Navigation Co. Ltd.

THE HALEAKALA TRIP.

Mondays and Fridays there is a boat leaving Honolulu for Kahului, Maui, at 5:00 in the afternoon—fare $6 each way, a pleasant night's ride, and from Kahului on Wednesday and Saturday afternoons the same steamer (S. S. "Claudine") sails for Honolulu . This is the most convenient boat for trips to Haleakala and the famous Koolau Ditch Trail. The Monday boat from Honolulu touches at many Maui ports.

THE KAUAI CANYONS

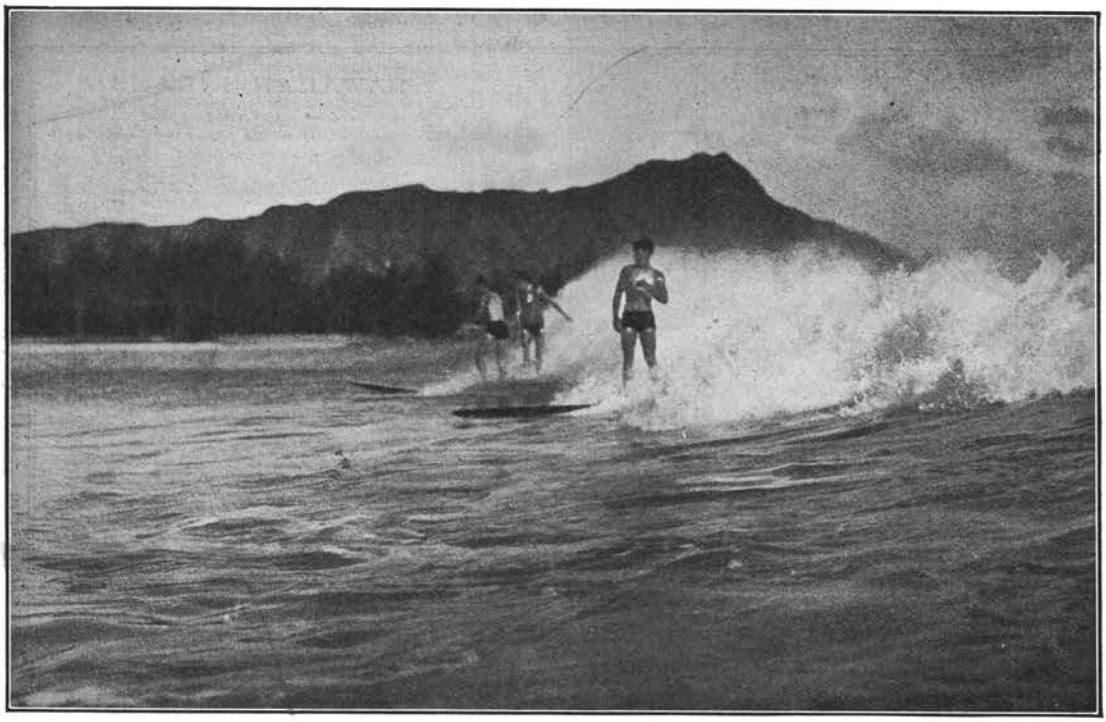
At 5:15 P. M. every Tuesday there is a large boat (S. S. "Kinau") leaving Honolulu for Kauai ports, a night's ride, and on the return leaving Waimea, Kauai, at 10 A. M. Saturdays, affording opportunity for a visit to the famous canyons of Kauai and the Barking Sands. Fare each way $6. The "W. G. Hall," a smaller steamer, leaves Honolulu every Thursday at 5 P. M. Returning leaves Nawiliwili, Kauai, every Tuesday at 5 P. M.

THE VOLCANO OF KILAUEA.

The flagship of the Inter-Island fleet leaves Honolulu every Wednesday and Saturday for Hilo on the Island of Hawaii, from whence a visit to Kilauea is made, and from whence a tour of the largest of the Hawaiian Islands may be begun. Fare to Hilo, each way, $12.50; by rail and auto to volcano, about $5.00 return; rates at Volcano House, about $6 a day.

The main offices of the Inter-Island Steam Navigation Co., Ltd., are on Queen Street, Honolulu; phone No. 4941.

Honolulu from the Trolley Car



Surfriding as Seen From the Cars of the Rapid Transit Company.

You may take the electric tram as you step off of the steamer in Honolulu, and for five cents ride for hours—if you wish to take transfers—to almost every part of this wonderously beautiful city and its suburbs.

There appeared in the Mid-Pacific Magazine for January, 1915, an article telling of a hundred sights to be seen from the street cars.

At one end of the King street car line is Fort Shafter, on a commanding hill, from which may be seen the cane lands and rice fields, stretching to Pearl Harbor in the distance. Before reaching Fort Shafter is the Bishop Museum, having the most remarkable Polynesian collection in the world. At the other end of the line is Kapiolani Park, a beautiful tropical garden, in which is located the famous aquarium of Hawaiian fishes, rivaled only by the aquarium in Naples.

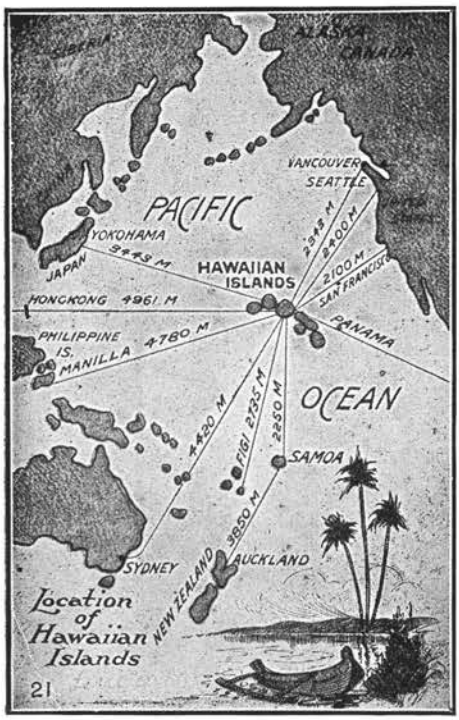
Transfers are given to branch lines penetrating several of the wonderfully beautiful mountain valleys behind Honolulu, or you may transfer to Kaimuki on the heights behind Diamond Head, which is now a great fortress; in fact, the entire day may be spent with profit on the car lines. At Waikiki often may be seen from the cars men and boys disporting themselves on their surfboards, as they come in standing before the waves on these little bits of wood.

The cars in Honolulu are all open, for the temperature never goes below 68 degrees, nor does it rise above 85 degrees, and there is always a gentle trade wind stirring.

When Honolulu was ready for her electric tram system, the Honolulu Rapid Transit & Land Co. completed the most perfect system of its kind in the world, and it is always a delight to ride smoothly over its lines.

It is but twenty minutes by car to Waikiki beach and but five minutes longer, by the same car, to the wonderful aquarium in Kapiolani Park.

The Island of Oahu



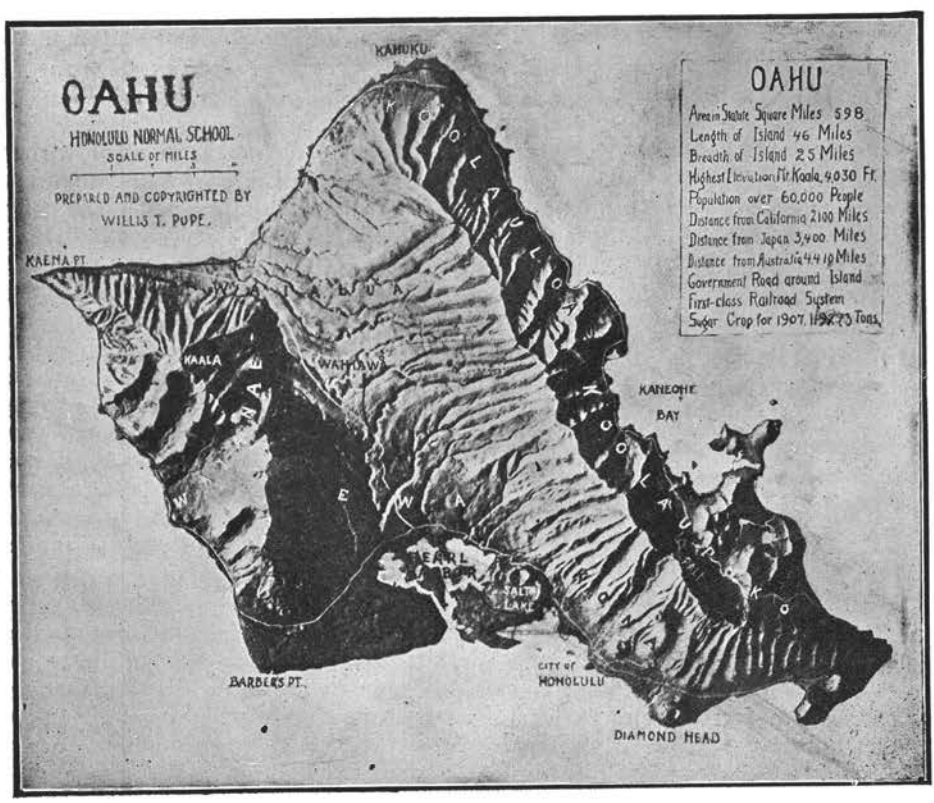
Maps by courtesy of Castle & Cooke, Ltd.

TO SAN FRANCISCO AND JAPAN.

The Matson Steam Navigation Co., maintaining the premier ferry service between Honolulu and San Francisco, and the Toyo Kishen Kaisha, maintaining palatial ocean greyhound service between San Francisco and the Far East via Honolulu, have their Hawaiian agencies with Castle & Cooke, Ltd.

This, one of the oldest firms in Honolulu, occupies a spacious building at the corner of Fort and Merchant streets, Honolulu. The ground floor is used as local passenger and freight offices of the Toyo Kisen Kaisha and of the Matson Steam Navigation Company. The adjoining offices are used by the firm for their business as sugar factors and insurance agents. Phone 1251.

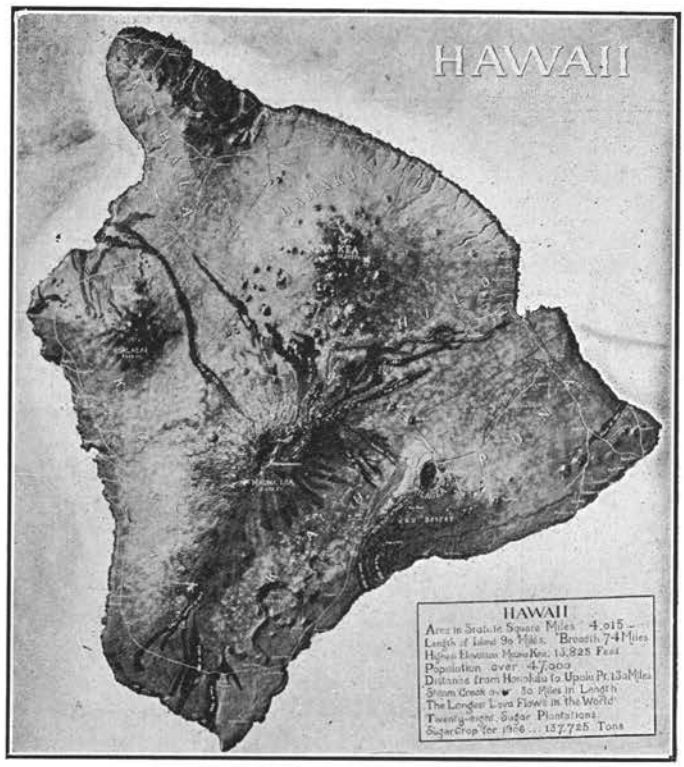
Castle & Cooke, Ltd., act as agents for many of the plantations throughout Hawaii, and here may be secured much varied information. Here also the tourist may secure in the folder racks, booklets and pamphlets descriptive of almost every part of the great ocean.



The Island of Oahu is more than half the size of Rhode Island, although it is one of the smallest of the Hawaiian Group.

The Island of Hawaii

Map by courtesy of Alexander & Baldwin.



The Island of Hawaii is about twice the size of Delaware.

On the island of Maui, on which Alexander & Baldwin are agents for the largest single sugar plantation of Hawaii, is Haleakala, the largest and most wonderful extinct crater in the world, as on Hawaii, Kilauea is earth's largest active volcano. On the island of Kauai, where this firm also has its interests, there are canyons as varied in color and variety of scene as any in Arizona, while on Oahu, where the home office of Alexander & Baldwin is housed in the Stangenwald building in Honolulu, there is the famous Pali or precipice which is visited by every tourist, and is the pride of the Hawaiians themselves.

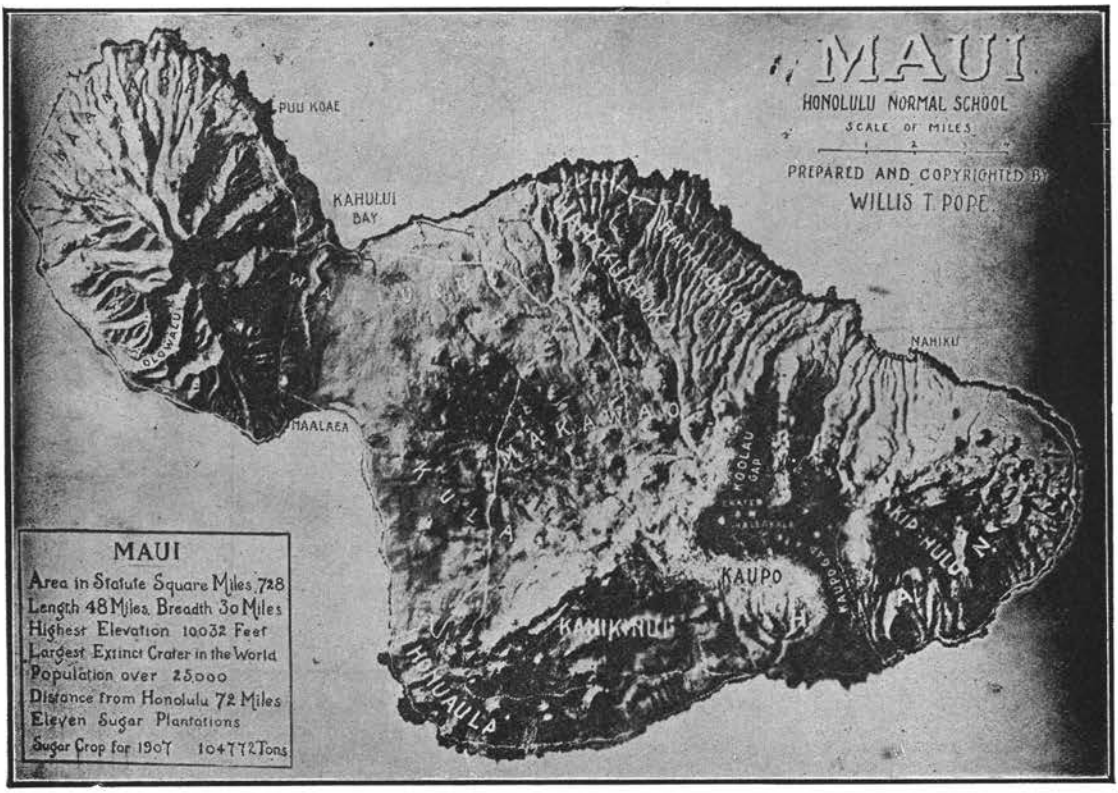
The going and coming of people in Hawaii is regulated by the truly remarkable monthly calendar in red, white and blue, issued by the firm of Alexander & Baldwin, sugar factors and insurance agents. This large calendar, it is safe to say, hangs in every business office in the islands, and in many on the coast. It shows each day just what steamer is to sail to or from Hawaii, and the exact movements of the large Inter-Island steamers. This truly American concern has diversified interests in all of the islands, and is therefore interested in the development in every way of every part of the Territory.

The Hawaiian group is composed of seven large and a number of small islands. The largest island of the group—Hawaii—occupies nearly as much land as does the State of Connecticut, and boasts an unbroken sugar-cane area more than a hundred miles long. It is the home of the two highest island mountain peaks in the world.

The Hawaiian Islands lie 2,100 miles southwest of San Francisco, and have a population of 200,000, the very living of whom depends upon the growing of sugar cane, the islands shipping over 500,000 tons of raw sugar to America annually, thus creating and supporting the two largest American steamship companies.

The Island of Maui

Map by courtesy of the Pacific Guano & Fertilizer Co.



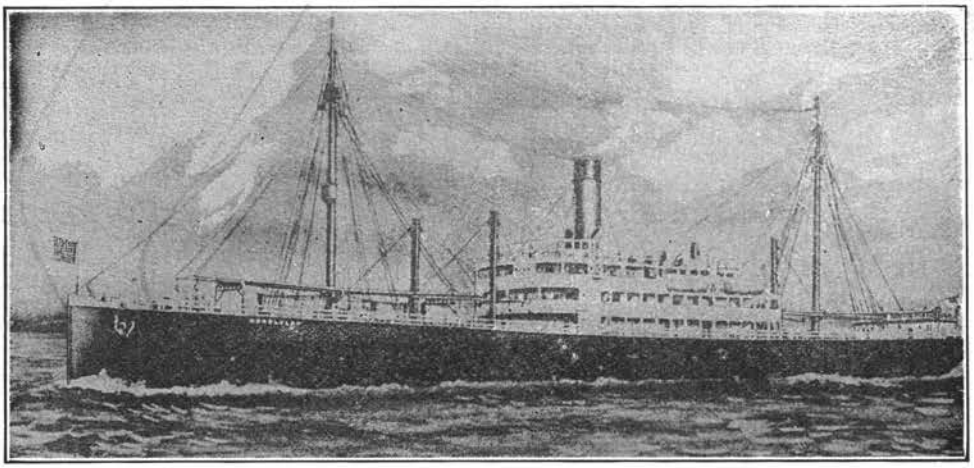
The Island of Maui with its sister island, Lanai, is about the size of the State of Rhode Island.

The soil of Hawaii is of a character that requires fertilization to a great extent. When one speaks of the fertilizer business of Hawaii, he speaks of the Pacific Guano and Fertilizer Co. The majority of the sugar and pineapple plantations are supplied by this company. A very large concern today, the Pacific Fertilizer and Guano Co. is the outgrowth of a small industry which followed the discovery of rich guano deposits on Laysan Island. These deposits have been so depleted that the company now secures its supply from other Pacific islands, and at the same time it is a large importer of other articles used in the manufacture of fertilizer. It gets sulphate of ammonia from England, nitrates from Chili, and potash salts from Germany, while tons of sulphur are brought direct from Japan to the works. It costs, ordinarily, fifty dollars an acre to fertilize pineapple lands, unless it is the fertilizer from the Pacific Guano and Fertilizer Co. that is used, when the expense is cut in half. If you need fertilizer for your garden or your plantation, call up Phone No. 1585, and the Pacific Fertilizer and Guano Co. will gladly advise you, making a chemical analysis of the soil, if necessary, and mixing the fertilizer in accord with the demands of the soil.

The Home Building in Honolulu of H. Hackfeld & Co., Ltd., Plantation Agents, Wholesale Merchants and Agents the American-Hawaiian, and all the principal Atlantic S. S. Lines.

Where the Lighting and Cooking in the Honolulu Home is arranged for as well as the Power for Factories.

Around the Pacific



American-Hawaiian S. S. Co. Steamers, plying between New York and via the Panama Canal and San Francisco. Approximate time in transit, 38 days.

TO SOUTH AUSTRALIA.

From San Francisco, Vancouver and from Honolulu there are two lines of fast steamships to Sydney, Australia.

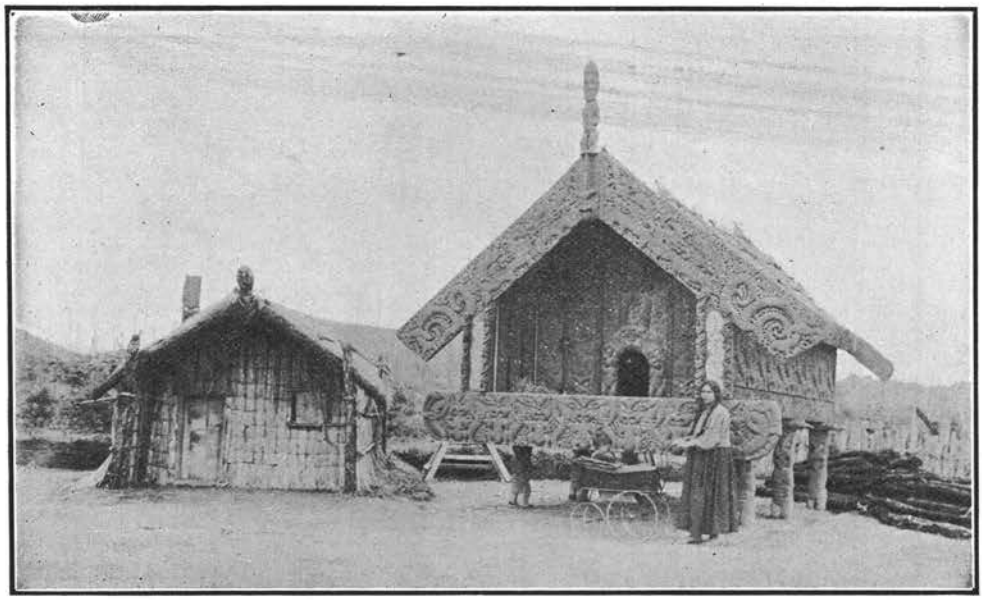
From Syney to Adelaide, South Australia, there is a direct line of railway on which concession fares are granted tourists arriving from overseas, and no visitor to the Australian Commonwealth can afford to neglect visiting the southern central state of Australia; for South Australia is the State of superb climate and unrivalled resources. Adelaide, the 'Garden City of the South,' is the capital, and there is a Government Intelligence and Tourist Bureau where the tourist, investor, or settler is given accurate information, guaranteed by the government, and free to all. From Adelaide this Bureau conducts rail, river and motor excursions to almost every part of the state. Tourists are sent or conducted through the magnificent mountain and pastoral scenery of South Australia. The government makes travel easy by a system of coupon tickets and facilities for caring for the comfort of the tourist. Excursions are arranged to the holiday resorts; individuals or parties are made familiar with the industrial resources, and the American as well as the Britisher is made welcome if he cares to make South Australia his home.

The South Australian Intelligence and Tourist Bureau has its headquarters on King William Street, Adelaide, and the government has printed many illustrated books and pamphlets describing the scenic and industrial resources of the state. A postal card or letter to the Intelligence and Tourist Bureau in Adelaide will secure the books and information you may desire.

ON TO JAPAN.

The Nippon Yusen Kaisha, or Japan Mail Steamship Co. with its fleet of 94 vessels, and tonnage of 450,000 maintains a service from Yokohama via Japanese, Chinese, Philippine and Australian ports to Sydney and Melbourne, as well as a European service, fortnightly from Yokohama to London and Antwerp, and from Yokohama (starting at Hongkong) to Victoria, B. C., and Seattle, Wash. Besides these main services the Nippon Yusen Kaisha extends its coastal service to all of the principal ports in Japan, Korea and China, etc., thus making it the ideal shippers' service from Australia, America and Europe, as well as the most convenient around the Pacific and around the world service for the tourist or merchant. There are branch offices of the Nippon Yusen Kaisha at all the principal ports of the world. The head office is at Tokyo, Japan, and its telegraphic address Morioka, Tokyo.

Wonderful New Zealand

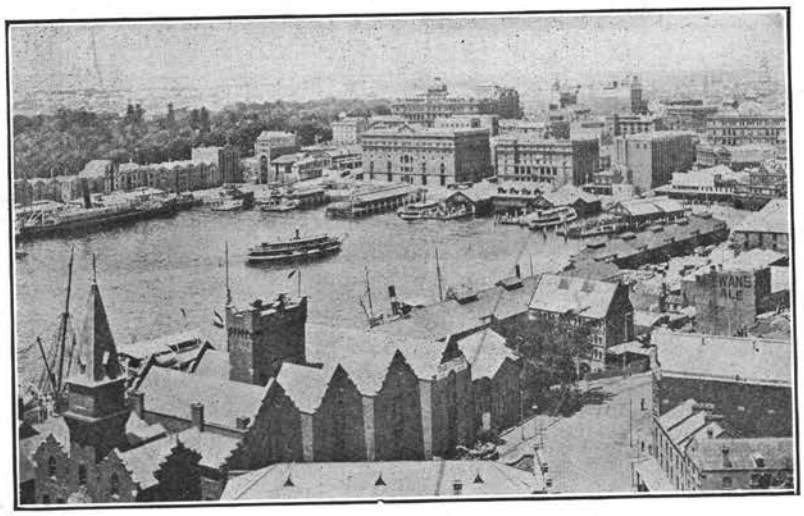


Native New Zealanders at Rotorua.

Scenically New Zealand is the world's wonderland. There is no other place in the world that offers such an aggregation of stupendous scenic wonders. The West Coast Sounds of New Zealand are in every way more magnificent and awe-inspiring than are the fiords of Norway. Its chief river, the Wanganui, is a scenic panorama of unrivalled beauty from end to end. Its hot springs and geysers in the Rotorua district on the North Island have no equal anywhere. In this district the native Maoris still keep up their ancient dances or haka haka, and here may be seen the wonderfully carved houses of the aboriginal New Zealanders. There are no more beautiful lakes anywhere in the world than are the Cold Lakes of the South Island, nestling as they do among mountains that rise sheer ten thousand feet. Among these mountains are some of the largest and most scenic glaciers in the world. In these Southern Alps is Mt. Cook, more than twelve thousand feet high. On its slopes the Government has built a hotel to which there is a motor car service.

New Zealand was the first country to perfect the government tourist bureau. She has built hotels and rest houses throughout the Dominion for the benefit of the tourist, for whom she has also built splendid roads and wonderful mountain tracks. New Zealand is splendidly served by the Government Railways, which sell the tourist for a very low rate a ticket that entitles him to travel on any of the railways for from one to two months. In the lifetime of a single man, (Sir James Mills of Dunedin, New Zealand,) a New Zealand steamship company has been built up that is today the fourth largest steamship company under the British flag, and larger than any steamship company owned in America with her 100,000,000 million population, or in Japan with her 50,000,000 population. New Zealand is a land of wonders, and may be reached from America by the Union Steamship Co. boats from Vancouver, San Francisco or Honolulu. The Oceanic Steamship Co. also transfers passengers from Sydney. The Government Tourist Bureau has commodious offices in Auckland and Wellington as well as the other larger cities of New Zealand. Direct information and pamphlets may be secured by writing to the New Zealand Government Tourist Bureau, Wellington, New Zealand.

New South Wales



Circular Quay, Sydney.

Physical configuration and a wide range of climate give the State of New South Wales its wonderful diversity of scenery, its abundance of magnificent resorts by ocean, harbor, mountain, valley, plain, lake, river and cave. It is this bewildering array of scenic attractions, and the peculiar strangeness of the forms of its animal and vegetable life, which make New South Wales one of the most interesting countries in the world, and one which an up-to-date, well-traveled tourist must see.

The climate of the State ranges from the arctic snows of Mt. Kosciusko to the sub-tropical glow of the Northern Rivers, and withal is one of the most equable in the world. Its eastern shore is washed by the crested rollers of the wide Pacific and stretches by meadow, tableland and mountain to the rich, dry plains beneath the rim of the setting sun.

Westward of Sydney, the Blue Mountains attain an altitude of 3000 feet at a distance of 60 miles. The scenery is of rare magnificence. Through countless centuries, the rivers have carved stupendous gorges, comparable only to the famous Colorado canyons. The eucalyptus covered slopes give off health-giving odours, and graceful waterfalls, gaping valleys, fern-clad recesses and inspiring panoramas impress themselves on the memory of the mountain visitor.

The wonderful system of limestone caverns at Jenolan is a marvelous fairyland of stalactitic and stalagmitic formations, which must forever remain the despair of the painter, the photographer and the writer. The world has no more marvelous or beautiful system of caves than these at Jenolan, which tourists from everywhere have marked as their own. The famous Jenolan series is supplemented and rivalled by the extensive systems at Wombeyan and Yarrangobilly, a little further away from Sydney.

In the south, among the Australian Alps, lies the unique Kosciusko Range, which contains the highest peak in the Continent, and is said to be the oldest land surface on the globe. The Hotel Kosciusko, a modern spa, replete with every convenience, golf links and tennis courts,—stands at an altitude of 6000 feet. In Summer, the mountaineer and trout fisherman stays here to enjoy the majestic scenery at the summit, or fill his bag with fish caught in a handy stream, and in Winter the ski-runner, tobogganer and ice-skater revel in the Alpine carnivals conducted on the glistening snowfields.

The Government Tourist Bureau, a splendidly equipped Institution at Challis House, Sydney, readily dispenses information, maps, pamphlets and booklets, to all inquirers in connection with the tourist resorts of the State.

For the Tourist and Visitor

The Alexander-Young Hotel (under same management as the Moana and Hawaiian.)

CRATER HOTEL, Volcano Hawaii, A. T. Short, Proprietor. See Wells Fargo Express Co., Paradise Tours, Inter-Island and S. S. Co., Honolulu for special inclusive excursion rates.

THE SWEET SHOP, on Hotel Street, opposite the Alexander Young, is the one reasonably priced tourist restaurant. Here there is a quartette of Hawaiian singers and players, and here at every hour may be enjoyed at very reasonable prices the delicacies of the season.

THE BLAISDELL. The newest down town hotel, occupying a block on Fort Street. Splendid rooms from $1.00 a day and $20 a month up. Phone 1267.

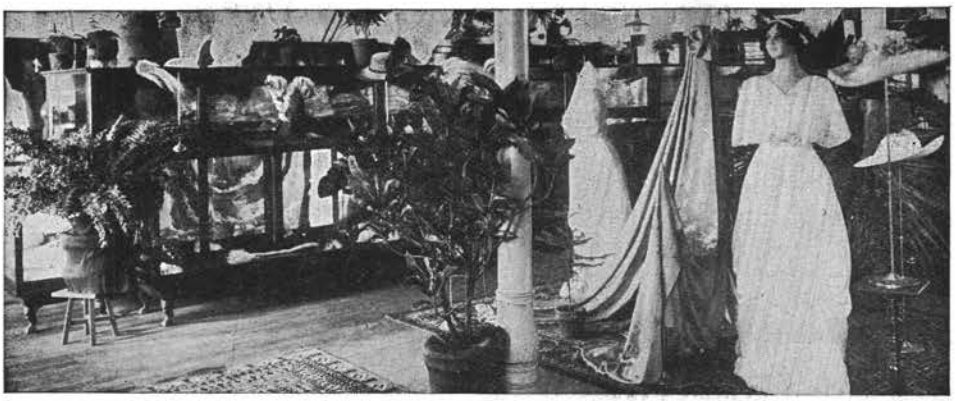
Honolulu is so healthy that people don't usually die there, but when they do they phone in advance to Henry H. Williams, 1146 Fort street, phone number 1408, and he arranges the after details. If you are a tourist and wish to be interred in your own plot on the mainland, Williams will embalm you; or he will arrange all details for interment in Honolulu. Don't leave the Paradise of the Pacific for any other, but if you must, let your friends talk it over with Williams.

The largest of the very fashionable shops in the Alexander Young Building, occupying the very central portion, is that of the Hawaiian News Co. Here the ultra-fashionable stationery of the latest design is kept in stock. Every kind of paper, wholesale or retail, is supplied, as well as printers' and binders' supplies. There are musical instruments of every kind in stock, even to organs and pianos, and the Angelus Player Piano and this concern is constantly adding new features and new stock. The business man will find his every need in the office is supplied by the Hawaiian News Co. merely on a call over the phone, and this is true also of the fashionable society leader, whether her needs are for a bridge party, a dance, or just plain stationery. The exhibit rooms of the Hawaiian News Co. are interesting.

The von Hamm Young Co., Importers, Machinery Merchants and leading automobile dealers, have their offices and store in the Alexander Young Building, at the corner of King and Bishop Streets, and their magnificent automobile salesroom and garage just in the rear, facing on Alakea street. Here one may find almost anything. Phone No. 4901.

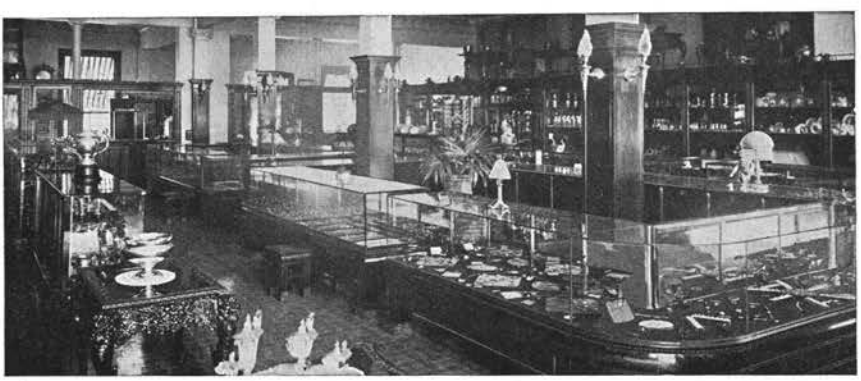
"Maile" Australian butter from the Metropolitan Meat Market on King Street, stands at the head for flavor and keeping quality, and is guaranteed. It is here you also get the tender meats and fresh vegetables of which an abundant supply is always on hand. Heilbron & Louis, proprietors, have built up a wonderful business until now the Metropolitan Meat Market is the central and popular market place in Honolulu. Phone 3445.

Love's Bakery at 1134 Nuuanu Street, Phone 1431, is the bakery of Honolulu. Its auto wagons deliver each morning fresh from the oven, the delicious baker's bread and rolls consumed in Honolulu, while all the grocery stores carry the Love Bakery crisp fresh crackers and biscuits that come from the oven daily. Love's Bakery has the most complete and up to date machinery and equipment in the territory.

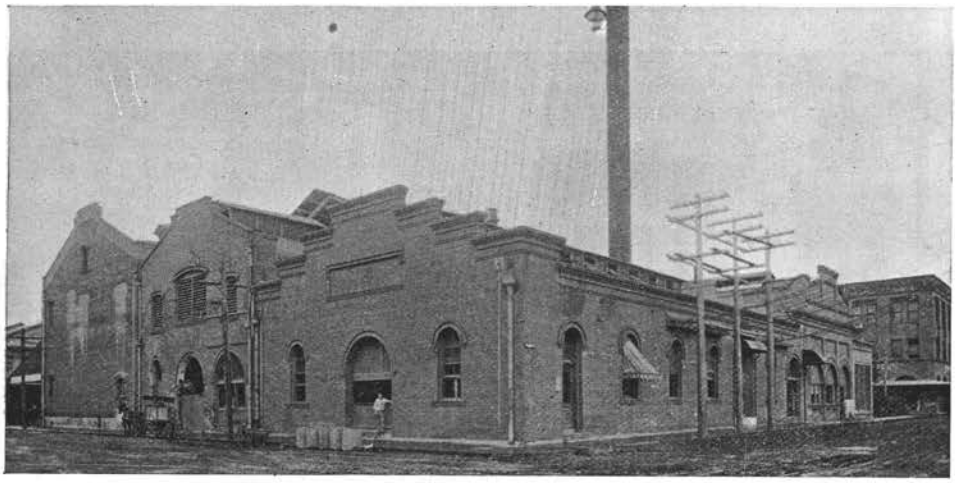


B. F. Ehlers & Co., the leading woman's store in Honolulu, on Fort Street, between King and Hotel Streets.

E. O. Hall & Son, corner Fort and King Streets.



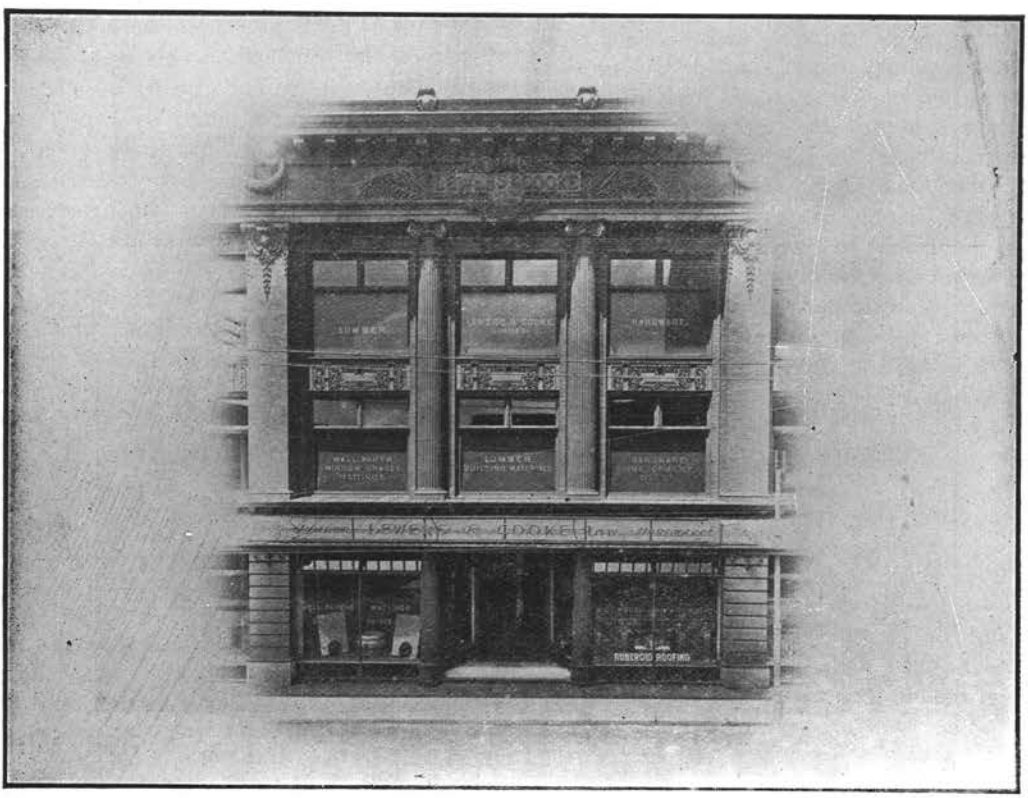
A part of the interior of H. F. Wichman & Co.,—jewelers, which occupies nearly half of the block between King and Fort Sts.



The Power Factory, where the Lighting and Cooking in the Honolulu Home is arranged for.

ELECTRICITY IN HONOLULU.

In Honolulu electricity costs ten cents per kilowatt, for the first two kilowatts per month per lamp, and six cents thereafter. From the Hawaiian Electric Company plant, power is furnished to the pineapple canneries (the largest canneries in the world) to the extent of seven hundred horsepower, with another two hundred and fifty horsepower to the Federal Wireless Station, fifteen miles distant, besides current for lighting all private residences in Honolulu, as well as for operating its own extensive ice plant. A line is now being built to furnish light and power to the great army post at Schofield Barracks, twenty miles distant from Honolulu.



Entrance to Lewers & Cooks' large establishment. Lumber, hardware, etc.

Honolulu's big department store, W. W. Dimond & Co., on King St. Phone 4937.

Chambers Drug Store, Fort and King Streets, is the actual center of life and activity in Honolulu. Here at the intersection of the tram lines, the shoppers, business men, and tourists await their cars, chatting at the open soda fountain, that is the feature of Chambers Drug Store. Here the tourist and stranger is advised as to the sights of the city, and supplied with any perfumes, candies or drugs he may need during his stay. Chambers Drug Store is one of *the* institutions of Honolulu. Phone No. 1291.

Mr. Chu Gem, Honolulu's most respected Chinese business man, is a director of the Home Insurance Co., and head of the firm of Quong Sam Kee Co., at the corner of King and Maunakea St., which supplies the local dealers of the territory with drugs and general merchandise.

Whatever you do, do not fail to visit the wonderful Oahu Fish Market on King Street. Early morning is the best time for this, when all the multi-colored fish of Hawaiian waters are presented to view and every nationality of the islands is on parade inspecting. Mr. Y. Anin is the leading spirit and founder of the Oahu Fish Market, which is a Chinese institution of which the city is proud.

A monument to the pluck and energy of Mr. C. K. Ai and his associates is the City Mill Co. of which he is treasurer and manager. This plant at Queen and Kekaulike Streets is one of Honolulu's leading enterprises, doing a flourishing lumber and mill business.

Hawaii is the Big Island. Hilo is the chief port, and from Hilo excursions are made up to all the points of interest. The Hilo Board of Trade has recently taken up the matter of home promotion work and is developing the wonderful scenic surroundings of Hilo. In this line of work the Hilo Board of Trade has the hearty co-operation of the Hilo Railway. This Railway has recently extended its rails thirty-two miles along the precipitous coasts of Lapauhoehoe and beyond. This thirty-two mile rail trip is one of the scenic trips of the world. The Hilo Railway also extends in the opposite direction to the hot springs of Puna, and a branch with the Auto Service takes the tourist from the steamer wharf to the edge of the ever active Kilauea.

The leading music store in Hawaii is on King and Fort Sts.—The Bergstrom Music Co. No home is complete in Honolulu without a ukulele, a piano and a Victor talking machine. The Bergstrom Music Company, with its big store on Fort Street, will provide you with these—a Chickering, a Weber, a Kroeger for your mansion, or a tiny upright Boudoir for your cottage; and if you are a transient it will rent you a piano. The Bergstrom Music Company, phone 2331.

The House and Home

LIGHTING THE HOUSE.

There are 4100 consumers of gas in Honolulu, and the price of gas in that city, $1.00 to $1.50 a thousand feet, according to amount consumed, is a lower price than that charged for gas by any other American city having not more than 4100 consumers.

When the Honolulu Gas Company first began business the charge for gas was $2.50 a thousand feet, but as more consumers were secured the price was lowered, and will be lowered considerably as the people of the city become educated to the fact that gas is the most economical fuel for cooking, as well as for lighting, that is to be had in the city of Honolulu.

The gas mains of Honolulu are constantly being extended to the outlying districts. The brightest and cheapest street lighting in the city is that secured from gas in connection with the latest inventions in incandescent hoods, these giant hoods made incandescent by a small jet of gas giving a marvelous light that seems as bright as day. The smaller hoods are used in the office and in the home, greatly reducing the gas bills of consumers.

The Honolulu Gas Co., Ltd., has its spacious show rooms and offices at the corner of Beretania and Alakea Streets, and here the public is invited to meet with the staff of experts in gas lighting and cooking devices. They know how to aid in saving on the gas bill to an extent that will induce all to use gas, both in the kitchen and in the parlor.

Every new gas consumer aids in lowering the price of gas to all. They gladly send men to give estimates for the use of gas in the home. Write them or phone 3424.

BUILDING THE HOME.

The Pacific Engineering Co., with spacious offices in the Yokohama Specie Bank Building, are engineers and constructors of buildings of every kind, from the smallest private residence to the largest and most imposing blocks. Being composed of some of the most prominent men in the islands, it is not surprising that it has secured large and important contracts, including the construction of the new Y.M.C.A.

The City's great furniture store, that of J. Hopp & Co., occupies a large portion of the Lewers & Cooke Block on King St. Here the latest styles in home and office furniture arriving constantly from San Francisco are displayed on several spacious floors. Phone No. 2111.

With the wood that is used for building in Hawaii, Allen & Robinson on Queen Street, Phone 2105, have for generations supplied the people of Honolulu and those on the other islands; also their buildings and paints. Their office is on Queen St., near the Inter-Island S. N. Co. Building, and their lumber yards extend right back to the harbor front, where every kind of hard and soft wood grown on the coast is landed by the schooners that ply from Puget Sound.

Hustace-Peck & Co., Ltd., on Queen Street, Phone 2295, prepare the crushed rock used in the construction of the modern building in Hawaii. They also maintain their own stables and drays. Draying in Honolulu is an important business, and Hustace-Peck are the pioneers in this line, and keep drays of every size, sort and description for the use of those who require them. They also conduct a rock crusher and supply wood and coal.

The Banks of Honolulu

The First National Bank of Hawaii at the corner of Fort and King streets Honolulu. This bank is the depository in Hawaii of the U. S. Government.

The entrance to the Bank of Hawaii, the central bank of Honolulu, with a capital, surplus and undivided profits amounting to nearly a million and a half, or more than the total of any other bank in the Hawaiian Islands. It has its own magnificent building at the busiest business corner of Honolulu, Merchant and Fort streets; has a savings department and was organized in 1897.

The Banking House of Bishop & Co. was established August 17, 1858, and has occupied its premises on the corner of Merchant & Kaahumanu Streets, since 1877. The operations of this Bank began with the encouragement of the whaling business, then the leading industry of the islands, and the institution has ever been closely identified with the industrial and commercial progress of the Islands. The partners in the firm consist of Mr. S. M.Damon, Mr. Allen W. T. Bottomley and J. L. Cockburn. On June 30, 1915 the deposits with this bank amounted to $7,555,975.03.

Bank of Honolulu, Ltd., located on Fort street, is an old established financial institution. It draws on the principal parts of the world, issues cable transfers, and transacts a general banking business.

The best thing on ice in Honolulu is soda water. The Consolidated Soda Water Works Co., Ltd., 601 Fort Street, are the largest in the Territory. Aerated waters cost from 35 cents a dozen bottles up. The Consolidated Co. are agents for Hires Root Beer and put up a Kola Mint aerated water that is delicious, besides a score of other flavors. Phone 2171 for a case, or try a bottle at any store.

Financial Hawaii

A MODERN TRUST COMPANY.

The Trent Trust Co., Ltd., organized in 1907 with a paid-in capital of $50,000, now has $140,000 in cash capital and earned surplus, and gross assets of $390,000. The Mutual Building & Loan Society, organized and managed by the same people, has assets in excess of $200,000. The splendid growth of these concerns has been due to careful and conservative management and to the unbounded confidence reposed in them by the people whom they serve. The Trust Company acts as Executor and Trustee under Wills, Administrator and Manager of Estates, Fiduciary Agent, and as Attorney and Agent for non-residents and others needing such service. Its offices are centers of activity in real estate, rent, insurance and investment circles. The Company is a member of the Honolulu Stock and Bond Exchange.

The Guardian Trust Company, Ltd.. is the most recently incorporated Trust Company in Honolulu. Its stockholders are closely identified with the largest business interests in the Territory. Its directors and officers are men of ability. integrity and high standing in the community. The Company was incorporated in June of 1911 with a capital of $100,000 fully paid. Its rapid growth necessitated doubling this capital. On June 30th, 1913, the Capital of the Company was $200,-000; Surplus $10,000, and Undivided Profits $22,573.77. It conducts a trust company business in all its various lines with offices in the Stangenwald Building, Merchant St., adjoining Bank of Hawaii.

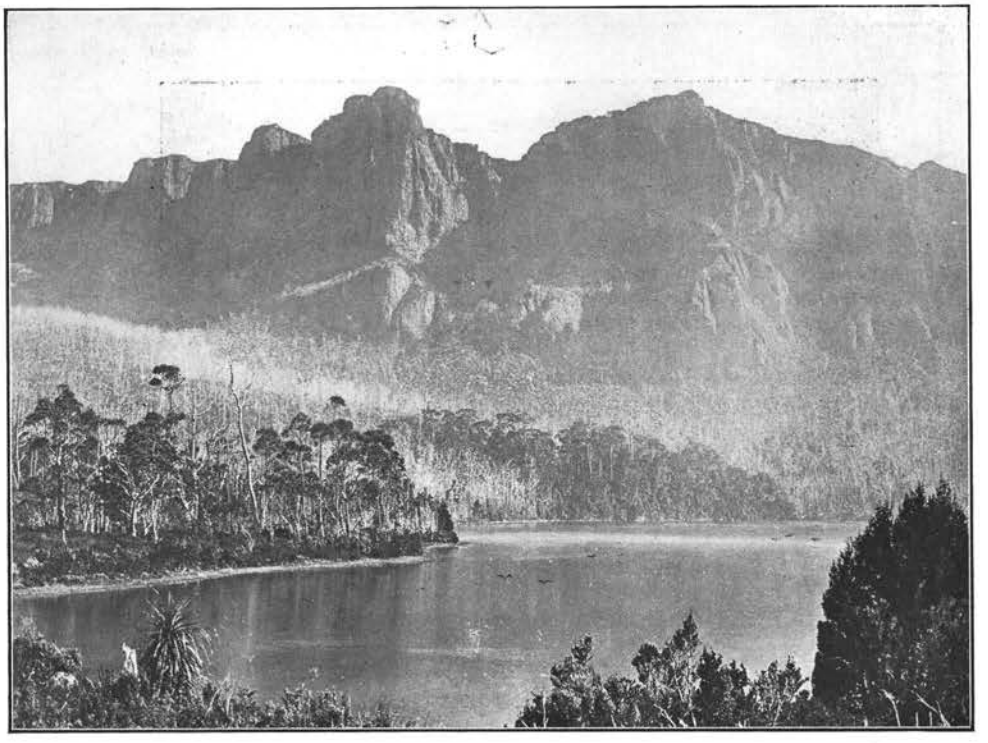
The Mutual Telephone Co. works in close accord with the Marconi Wireless, and controls the wireless service between the Hawaiian Islands, as well as the telephone service throughout Hawaii. For a dollar and a half a night letter of twenty-five words may be sent to any part of the territory. Honolulu was the first city in the world to install a house to house telephone system, and Hawaii the first country to commercially install wireless telegraphy.

Next to the Marconi Wireless on Fort Street is the Office Supply Co., the home of the Remington Typewriter in Hawaii, and the Globe-Wernicke filing and book cases. Every kind of office furniture is kept in stock by the Office Supply Co. as well as a complete line of office stationery. There is a repair shop for typewriters, and every necessary article that the man of business might need. Phone 3843.

The Henry Waterhouse Trust Company occupies the ground floor of the Campbell block on Fort St., and partly on Merchant St. This is the business center of the city; here stocks and bonds are exchanged, insurance and real estate handled. Here is the home of the Kaimuki Land Company, and safety vaults.

Tasmania

THE GARDEN AND PLAY GROUND OF AUSTRALIA



Lake Marion and Du Cane Mountains, Tasmania.

Tasmania is one of the finest tourist resorts in the southern hemisphere, but ten hours' run from the Australian mainland. The large steamers plying between Victoria and New Zealand call at Hobart both ways, and there is a regular service from Sydney to Hobart. Between Launceston and Melbourne the fastest turbine steamer in Australia runs thrice weekly.

Tasmania is a land of rivers, lakes, and mountains, and it is a veritable tourists' paradise. It is also a prolific orchard country and has some of the finest fruit growing tracks in the world. The climate is cooler than the rest of Australia.

The angling is one of the greatest attractions of the island. The lakes and rivers are nearly all stocked with imported trout, which grow to weights not reached by other parts of Australia. The Tasmanian Government issue a special illustrated handbook dealing with angling.

The Tasmanian Government deals directly with the tourist. Hobart, the capital,—one of the most beautiful cities in the world—is the headquarters of the Tasmanian Government Tourist Department; and the Bureau will arrange for transport of the visitor to any part of the island. A shilling trip to a local resort is not to small for the Government Bureau to handle, neither is a tour of the whole island too big. Travel coupons are issued including both fares and accommodation if desired.

In Hobart and in other Tasmanian centers there are local Tourist Associations. In Launceston the Northern Tasmania Tourist Association has splendid offices.

The Tasmanian Government has an up-to-date office in Melbourne, at 59 William Street, next door to the New Zealand Government office, where guidebooks, tickets, and information can be produced.

For detailed information regarding Tasmania, either as to travel or settlement, enquirers should write to Mr. E. T. Emmett, the Director of the Tasmanian Govt. Tourist Dept., Hobart, Tasmania.

The picturesque Oahu Railway. There are daily trains from Honolulu to the beautiful Haleiwa Hotel, and to Leilehua. Also combined auto and rail trips around the island through the Wahiawa pineapple fields, with a stay at Haleiwa. $10 covers all expenses of this two-day trip.

PRINTED BY HONOLULU STAR BULLETIN, MERCHANT ST.