

RAPID TRANSIT BILL PASSES

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Terms of Bill.

The bill is as follows: Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That to connect the waters of Pearl Harbor, the naval station, and the Fort Kamehameha Military Reservation, and wharf thereon, with the Fort Shafter Military Reservation and with the street railway system of the city of Honolulu, there be, and is hereby, granted to the Pearl Harbor Traction Company (Limited), a common carrier corporation organized and existing under the laws of the Territory of Hawaii, and to its successors and assigns, a right of way forty feet in width through the Fort Shafter Military Reservation, upon such route as shall be approved by the Secretary of War, and subject to such rules and regulations in the interests of good order, police, sanitation, and discipline as the Secretary of War may from time to time prescribe, but no part of the right of way shall be used for storage of rolling stock or material. The United States shall be entitled to the following easements along or upon the entire right of way of the company now owned or hereafter acquired: (a) For the construction of a Government telegraph line and Government telephone line, using, if desired for such purposes, the standing poles of the company, and (b) of a water-pipe line for Government use; but all such construction, and the operation and maintenance thereof, shall be so conducted as to interfere as little as possible with the construction, operation and maintenance of the railroad. And said company shall, upon written notice from the Secretary of War, and within a reasonable time, construct, operate, and maintain all such spur and side tracks as may be necessary to serve the reserve storehouses to be built upon the Fort Shafter Reservation by the United States adjacent to said company's line of road, and shall also operate its cars thereon upon any tracks constructed by the

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United States, and shall erect and maintain on said reservation a suitable passenger shelter and a local freight shelter at such points as may be designated by the Secretary of War. Upon the construction by the United States of such reserve storehouses the said Pearl Harbor Traction Company, Limited, will construct, on a right of way to be acquired by it for the purpose, an extension of its lines to connect with the Government tracks on the Fort Kamehameha Military Reservation, and will operate its cars on such Government tracks, subject to such rules and regulations in the interests of good order, police, sanitation, and discipline as the department commander may from time to time prescribe. The construction of the railroad upon the Fort Shafter Reservation (such earth or other material excavated and not needed therefor shall be deposited on the reservation at such places as may be designated by the commanding officer at Fort Shafter. The said company shall transport free of charge upon its regular passenger cars between the passenger station at Fort Shafter and the terminus on such reservation of the present street car system of Honolulu all through passengers coming from or going to any point on the lines of the said system.

Sec. 2. That Congress may permit any other person or corporation hereafter acquiring a franchise for the operation of a steam, electric, or other railroad on the island of Oahu, Territory of Hawaii, to use the tracks, spurs, sidings, and other construction herein authorized on said reservation upon payment to the Pearl Harbor Traction Company (Limited) of just compensation for such use. And whenever said right of way hereby granted shall cease to be used by said company the same shall revert to the United States.

Sec. 3. That the powers herein granted are limited to a period of fifty years, unless sooner altered, amended, or repealed by Congress.

Sec. 4. That Congress reserves the right to alter, amend, or repeal this Act.

The senate has passed the army appropriation bill carrying \$94,000,000, which replaced the bill originally vetoed by Taft. General Wood will not be legislated out of office.

OWNERS OPPOSE SHIPPING BILL

NEW YORK, August 5.—Every steamboat inspector in the harbor was at work today seeking out passenger vessels which had not complied with the new rules of the Department of Commerce and Labor calling for the installation of more lifeboats and safety belts than had been carried prior to the sinking of the Titanic. Midnight, last night, marked the end of the month when had been allowed the steamboat owners to comply with the more stringent rules, and those boats which were found today whose owners had failed to toe the mark set by the Department were marked. Their captains and owners must appear to explain or to be told that they cannot longer carry the full number of passengers that their former licenses entitled them to carry.

According to Capt. Henry S. Seelye, chief of the steamboat inspection service, these are little likelihood that some owners will appear before him to be told that their licenses have been curtailed. In fact, the chief inspector felt so confident today that the new rules of the Washington office had been complied with that he asserted that there was not an important excursion or ferry boat plying the waters of the harbor, the Hudson, or the East River which was not unsafe. Each one of them, he felt certain, had fulfilled the orders of his inspectors regarding changes covered both by the old and new rules. Nevertheless, he sent all the men of his department out early to scout for any vessels which might have left undone the things ordered to be done.

Had to Modify Rule. Fully 50 per cent. of the excursion boats and ferries hereabouts had been affected by the new rules, and had been ordered by Capt. Seelye to increase their life-saving equipment or reduce the maximum number of passengers which they might carry. Half the boats under the jurisdiction of Capt. Seelye's office were already sufficiently well supplied with small boats, rafts, and preservers to make it unnecessary for them to make any increase, but the number of others ordered to buy so many boats and preservers was so large that manufacturers of life-saving equipment were stripped bare of all their supplies, and were furthermore swamped with rush orders.

Far behind did they get in these orders last month that it became evident that all the vessels which had been instructed to increase their equipment could not be supplied by the end of July. The rule was accordingly modified so that half the required new equipment should be provided by July 31, and the balance by the end of August.

Contrary to general belief, every passenger vessel in the harbor does not need to have lifeboat capacity for every passenger, as does the ocean-going vessel, under the new rules. The lifeboat capacity required is in some cases as low as 10 per cent.; in others it may be 30 per cent, and 60 per cent. In only a small minority of cases is the full 100 per cent. required, depending on the season of the year and the character of the waters in which they navigate.

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exception to England in the new agreement was strongly opposed on the part of Germany, and in consequence thereof England was no longer listed as being among the countries party to the agreement. The English understanding with reference to the increase of the Russian export quota for the term of the present agreement was fully discussed through diplomatic channels; moreover, at the time of signing the minutes dealing with the admission of Russia on December 19th, 1907, England declared by special diplomatic communication that she would limit her consent to the admission of Russia to the arrangements, and that she would not lend expression to her consent to the arrangement tending to limit the exportation of Russian sugar. Consequently England's withdrawal from the new convention had to be reckoned with from the very beginning. If former years a sugar convention with out England would have been impossible, England being the greatest sugar importer in the world, importing during the past years regularly on an average 17 million tons of sugar of which 1.3 million tons were beet sugar.

We quote the following from the Berlin Tageblatt: "Since 1907, however, England has not been so essential for the convention as formerly; in the first place, beginning with that year England was released from her obligation to levy duties on sugar imported from Russia; on the other hand, Russia's exportation of sugar to Western Europe is fixed by the terms of the new convention. Russia's exportation of sugar, according to the terms of the Brussels convention, must not exceed 250,000 tons for the year 1912-13; for the years succeeding the export quota is fixed at 250,000 tons for 1913-14, and then 200,000 tons per year until 1915. If, therefore, England by virtue of her withdrawal from the convention has theoretically obtained the possibility of importing Russian sugar unlimited practically this possibility is limited until 1917-18 to 250,000 tons, respectively 200,000 tons, per year by the quota allowed Russia for exportation. The situation, therefore, is not changed particularly as far as the countries party to the convention are concerned; Russia cannot withdraw from the convention before September 1st, 1913, thus excluding up to such time a keen Maryland, that is now en route to Honolulu with Secretary of State Knox on board, reached Admiral Cowles this morning. A wireless message, sent from the cruiser to the Yerba Buena station, and flashed across the Pacific from there, was caught by the Kaku station, and duly delivered to the commandant.

Word from Maryland. Captain Ellicott states that the Maryland will be off port at 6 o'clock next Thursday morning, and that he will require 1000 tons of coal. Nothing is said of the probable length of stay, of the Secretary's, Honolulu plans.

From other sources it is learned that the Maryland's commander, in a private cable to relatives here, said that the cruiser would be in port two days. This is believed to be the probable stay, and navy and government officials here are making their plans on a two-day basis.

"I suppose it is a matter we should consider," said E. Faxon Bishop, president of the Chamber of Commerce when asked this morning if the trustees of that body were going to take action toward the entertaining of Secretary of State Knox on his coming visit to Honolulu.

"He will likely be here for a day and will probably be in the hands of the Governor. I shall send Secretary Wood to the Governor to see if we can be of any use to him and cooperate with him."

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as such strongly interested in low sugar prices, declared that she would withdraw from the sugar agreement unless Russia were given an excess quota of at least 300,000 tons for 1911-12 and unless all limitations were taken off on Russian exportations of sugar for the new period of agreement after September 1st, 1913. In the course of the debates England then voiced her desire of not obligating herself with reference to the term after the expiration of the period of the present agreement prior to September 1st, 1912; that she would like to withdraw, but should she remain party to the convention after September 1st, 1913, she would do so only with the privilege of retiring from year to year. The granting of such

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REAL ESTATE TRANSACTIONS.

- Entered for Record August 23, 1912. From 10:30 a. m. to 4:30 p. m. Henry Gorman and wf to Bishop Trust Co Ltd M W M Minton by atty and wf to Mrs Marie Kern D Carlos A Long and wf to Rose M Bettencourt D Rose M Bettencourt and hsb to Carlos A Long, tr M Luan Poon to Lun Shear Chew, D Solohana Kaili to Takahashi, L Naotaro Takahashi to John F Colburn, tr AL Kahakai and wf to John F Colburn, tr D Territory of Hawaii by regr to... Notice Carl Weidner to Guardian Trust Co Ltd Addl Chg J P Dias, tr, to Julia Nunes Rel Julia Nunes and hsb to John C Picanco M Entered for Record August 24, 1912. From 8:30 a. m. to 10:30 a. m. Louisa K McDougall and hsb to First Bank of Hilo Ltd. M Jose S Medeiros to Mary I da Silva AM Mary K Naillina to Niau Rel First Bank of Hilo Ltd to Jose Gomes Rel Kalelehuwa and hsb to D K Makuakane D S B Kaehi and wf to D K Makuakane D D K Makuakane to Henry K Kahiki M Henry K Kahiki and wf to T K Lalakea M Hall Kamali to T K Lalakea M Josp Nalimakaua and wf to C R Lindsey D Hattie Maula to C D Lufkin, tr M Emily K Mahoe and hsb to William Henry D William Watson et al to William Henry D Delegate Kuhio's headquarters in the Kapiolani building will be closed tomorrow, Sunday.

Gertrude Atherton, the novelist, addressed a meeting of women in the Palace Hotel in San Francisco on behalf of Woodrow Wilson for president. She compared the Roosevelt movement to a hysterical revival. In comparing the personal dignity of the men, she said that Wilson would never be called "Woody."

New York.—Aviator Frank T. Coffyn is so well satisfied with his experiments in starting from the water and landing on the water in his hydroaeroplane that he will soon do some more flying around the New York harbor. Coffyn and his assistants put his aeroplane on a raft, which was towed by a tug out into the river from the foot of West Twenty-third street. It took some time to get amidstream and out of the thickest of the floating ice. When a middle point between Jersey and Manhattan was reached two men from the tug jumped on to the raft, and the engine of the hydroaeroplane was started. The helpers shoved the float-er into the water, where it floated, sustained by its two pontoons while the propellers slowly revolved. As they went faster the machine plowed its way through the slushy surface of the river, turned a complete circle and then, with more power from the engines, rose gradually into the air. A breeze, estimated at twenty-four miles an hour, north by northwest, and not any too warm, made the flying difficult. For sixteen minutes and a half Coffyn flew from one bank to another, circling the tug and the ferryboats that were passing. His altitude came to the surface and, going north, made ribbons of spray as the pontoons of the machine skimmed the water. Again he took the air, this time for about four minutes, and landed within a few feet of the water-tide was about 800 feet. Then he ing raft.

The price of beef on the hoof reached \$10.40 a hundredweight at the Chicago stockyards, the highest price ever paid for cattle in this country. The county treasurer of Del Norte county, California, was shot \$29,000 in his accounts. The treasurer has been given ten days to replace the money.

Fourteen girls, inmates of the state industrial school at St. Anthony, Idaho, testified before the investigation of that institution that they had been flogged with heavy straps by the superintendent.

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SECRETARY KNOX COMING TO HAWAII, R. T. FRANCHISE FORFEIT IS UP, SUICIDE'S BODY FOUND IN BRUSH, DESHA SCORES FREAR IN HILO SPEECH, FORT SHAFTER RIGHT OF WAY FOR R. T. NEXT SESSION, BOY SCOUTS MAY GET TRIP TO HOLLAND, HOMESTEADERS DRAW VALUABLE LANDS, CONNESS BACK, READY TO BUILD RAILWAY, Are titles of news items that appeared in this paper YESTERDAY—twenty-four hours ago—and were given to the public while they were news.

TO REMOVE SHOAL IN HILO HARBOR Kubio Bay, and its removal is considered an important feature of the local harbor development. Surveyor Howard of Honolulu and his men are now at work on the survey, and Maj. Wooten stated last Friday that he expected that he would be able to issue the call for bids for the removal of the shoal within a month or even before that. The specifications for the work had already been sent to the department at Washington, and they were expected back in Honolulu in the near future.—Hilo Tribune. Everything in the printing line Star-Bulletin, Alakea street; Merchant street.