



The Matson Navigation steamship Enterprise which after having been discharged of considerable freight at Honolulu has been supplied with several thousand tons sugar and sailed from Hilo for San Francisco Saturday evening. The Enterprise represents the initial steamer placed in the Coast and Island service.

# THETIS AWAY FOR FINE NEW TANKER SHIP PHELPS NOW NORTHERN SEAS SATURDAY FOR ISLAND TRADE ENTERS OIL TRADE

For the third successive season as the home of the United States "floating court," the revenue cutter Thetis, familiar to island shipping as a station vessel at Honolulu, is reported to have sailed from San Francisco for northern waters on last Saturday afternoon under the command of Captain Claude S. Cochran. The Thetis is destined to proceed direct to Valdez with a possible exception of a call at British Columbia for coal. The Thetis will be remembered as having left Honolulu some months ago for the coast, where extensive repairs were made before taking up the cruise to Alaskan ports. The alterations completed, stores have been placed aboard sufficient for a considerable company of court officials.

It is the intention to reach Valdez some days before the opening of the court. The judge and five members of the court, including an attorney for the defense, will board the ship for the trip to the cannery districts and the trying of cases which will occupy from one to two weeks after arrival at the Nushagak.

On the way north the Thetis will put into Unalaska in the Aleutians, the summer headquarters of the revenue cutter fleet, for coal and water before crossing Behring sea to the Bristol Bay cannery district, where the majority if not all the cases will be tried.

Unless there are more than the usual number of criminals to be brought before the bar of justice in this unique tribunal, the court should be finished with its labors and back in Valdez before the 1st of September. After that it is likely that the Thetis will be ordered back to do patrol duty for poachers along the Aleutians before being ordered to Honolulu for the winter. The vessel should be in its home port by the middle of October if it goes directly south from Unalaska, a distance of nearly 2300 miles.

**Mythical Treasure Undiscovered.**  
The tale of another unsuccessful treasure island expedition rivaling that of the famous bark Hesper, became known when the British steamer Metmore returned to San Diego from the south seas, where it had gone with a party of British capitalists in search of \$18,000,000 in gold supposed to be buried on the famed Cocos Island.

The constantly growing demand for increased supplies of fuel oil in the islands and along the Pacific Coast of the United States has led the Associated Oil Company, with an extensive branch in this city, to enter into a contract with the Union Iron Works of San Francisco for the construction of a fine new steam tanker. Officers in the Oceanic liner Sierra which arrived from the coast this morning state that the new vessel will be rushed to completion and will follow along the same lines as the steamer W. F. Herrin and the Chancellor, which are now engaged in the regular oil-carrying trade between the coast and Honolulu.

The new vessel will have a capacity of 62,000 barrels, which will easily place her in a position of being the largest oil tanker now operating in the Pacific. The tanker is to be completed within thirteen months and will be the tenth of the Associated Oil fleet.

There will be eighteen tanks for oil. Double bottoms will be built under the forward hold and engines. All wooden decks will be of teakwood and the officers' quarters furnished in mahogany. Ample quarters will house the crew of forty-one. The latest safety precautions, such as wireless signals, will be installed. The design is by F. J. Trist, constructor for the oil company. All the material for the hull, boilers and machinery will be made on the Pacific Coast.

**Engineers Fail to Carry Their Point.**  
Declining to proceed to sea unless they were permitted to eat their meals in the regular dining saloon of the steamer Navajo, the delegation of engineers in that vessel appear to have failed to carry their point. The steamer Navajo, which was detained at San Francisco three days because the engineers insisted upon having their meals in the dining saloon instead of in the messroom provided for that purpose, finally sailed for Seattle, to be placed on the summer run between Seattle and Nome. The vessel sailed with a new set of engineers who will take their meals in the dining saloon when there are no passengers on board.

The matter was adjusted through the mediation of the government inspectors, who will begin an investigation today preliminary to preferring charges against the former engineers.

Partly denied of her lofty and graceful masts and yards, and refitted for the oil carrying trade, the once proud American ship Erakine M. Phelps, the pride of the round-the-horn fleet is now relegated to the ranks of a tanker and the property of the Union Oil Company.

The vessel, filled with fuel oil for the local branch of the company, is reported by officers in the Oceanic liner Sierra as soon en route to the Hawaiian Islands.

The Phelps will be remembered as having made more or less annual voyages from Honolulu or an island port to the east coast of the United States laden with a valuable shipment of sugar. This vessel would be supplied with approximately five thousand tons of the product destined for Delaware Breakwater.

The ship Phelps is expected to carry her first cargo of oil to these islands according to the present plans of the company. Much money was expended in converting the merchantman to the requirements of a tanker.

**Honolulu Ready to Sail**  
Taking a full shipment of sugar, pines, coffee, hides and sundries the Matson Navigation steamer Honolulu is ready to sail for San Francisco, the vessel to leave the Hackfeld wharf at six o'clock this evening. The Honolulu will carry a goodly list of cabin passengers. The vessel is expected to reach the Coast port on or about June 30.

## MORE LINERS FOR OCEANIC SERVICE

Two large passenger and freight steamers now under construction at Cramps, and over which much speculation has been indulged as to the actual owners, may fly the Oceanic flag upon entering active service in the prediction offered this morning with the arrival of the steamship Sierra.

The report that the Oceanic company has been invited to submit tenders for entering the lists for a New Zealand mail subsidy has again been revived. This matter was broached about a year ago, but at a time when the Oceanic company had become involved in a contract which called for a nineteen day schedule between San Francisco and Sydney.

The New Zealand Government is now understood as prepared to enter into a new contract and in this event the Union Steamship Company, which now holds the mail carrying franchise may find in the Oceanic a spirited contestant.

Should the deal go through as predicted in coast shipping circles at the time the Sierra sailed from San Francisco, the Oceanic line would be in the market for at least two new steamers.

To pay a call at Auckland on the outward as well as inward trip would necessitate a considerable lengthening of the time consumed on the voyage between the coast and the colonies.

In this connection it is stated that Sam Church, a veteran in the Oceanic service, is soon to receive the billet of marine superintendent and will therefore leave the Ventura to take a position ashore. It was rumored that Church was soon to leave San Francisco for the east coast and this move doubtless lent belief to the story that the two mysterious vessels under construction at the Cramp shipyards may have passed to the control of the Oceanic line.

The Sierra, returned to the island port this morning, bringing 81 cabin and 7 steerage passengers. Officers succeeded in routing out one stow-away. Purser Sam Williams was pleased to report exceptionally fine weather. Dr. Mackenzie, Chief Steward Hackett, Chief Engineer Smith and Chief Officer served as an entertainment committee and through their united efforts the voyage was made an exceedingly pleasant one for the company of travelers.

The Sierra is to be discharged of 2418 tons of cargo at the stay at Honolulu. The local postoffice officials received 402 sacks of mainland mail. In the freight for this port was a consignment of eight new autos for local importers.

A large shipment of material and supplies for the United States army navy department was included in the cargo.

In sailing for San Francisco Saturday noon, the Sierra will carry in the neighborhood of two hundred passengers, judging from the advance list now booked at the office of C. Brewer & Company.

**Customs Reorganization May Die.**  
WASHINGTON — Former President Taft's order for reorganization of the customs service, which is effective July 1, is causing the Democrats in congress great worry because the order abolishes too many good federal jobs. Many senators are trying to prevent the order becoming effective so there will be more federal jobs to distribute.

Senator Martine of New Jersey will introduce a resolution in the senate to revoke the Taft order. There are now two resolutions in the senate by Fletcher and Bryan of Florida to extend the operation of the order two years from July 1st. It is possible the senate will prefer to pass the Martine resolution.

### THE MODEL

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Charge Accounts Invited.  
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## FIRE BURNS IN THE HOLD OF BEACHY

With smoke from burning coal issuing from the hatchways leading to the bunkers, the British steamship Beachy, 18 days from Newcastle, N. S. W., with coal consigned to the Inter-Island Steam Navigation Company reached port at an early hour this morning and proceeded to the coal wharf to discharge.

Several days before sighting the Hawaiian islands, Captain Turner noted the presence of fire in the coal stored in the vessel's bunkers. As the steamer neared the port, officers attempted to quell the flames by the use of steam and water.

While the fire was under control, the removal of the hatch covers leading to the bunkers brought clouds of dense smoke to the deck.

The Beachy is said to have met with fine weather on the voyage. The time was considerably reduced owing to the fire in the bunker coal which would have to be discharged before all traces of the blaze could be removed.

Captain Turner sailed from Newcastle leaving all the important ship's papers behind. The vessel was entered at the local customs this morning upon a cable from the American consul at Newcastle directed to Collector of Port Stackpole.

The vessel will be discharged of 5700 tons coal during a ten-days stay at the port. It is the present intention to dispatch the steamship for Puget Sound, there to be supplied with lumber destined for Australia.

**Cruisers as Floating Advertisements.**  
WASHINGTON — Representative Goodwin, from one of the Arkansas backwoods districts, has made a bid for fame by introducing a bill in the house to use the navy for advertising manufacturers and products abroad.

Goodwin, overlooking the fact that there is no superfluous space on a warship, wants space to be allowed on the battleships and cruisers to install commercial exhibits which can be shown to merchants in foreign ports and thus stimulate American trade.

"The commercial organizations throughout the country will, I am positive," he says, "appreciate the possibilities of the proposition. Friends of a big navy would do well to analyze this plan carefully if they would take seriously the recent remarks of Secretary Daniels on the importance of making the navy a popular institution."

**Demand for Tramp Tonnage.**  
While inquiries for high-class mercantile tonnage are still numerous, it is a somewhat significant fact that shipbuilders who construct pure tramp steamers of moderate dimensions are having somewhat more difficulty than recently experienced in booking orders for vessels to replace on the stocks those which are now being brought to the launching stage.

The continuation of high prices is, no doubt, one explanation of this, although it must also be borne in mind that the pure tramp steamer has played a loss part in the shipbuilding boom than any other class of vessel.

The shortage of inquiries for new cargo-carrying tonnage is being particularly felt at Fort Glasgow, Stockton, Hartlepool and Sunderland, where the bulk of the vessels built are tramps.

**Hilonian Completes Trip**  
With a large amount of cargo for the several island ports, the Matson Navigation steamer Hilonian reached a berth at the railway wharf this afternoon, where 2775 tons freight are to be discharged before the steamer proceeds to island ports. The Hilonian has supplies for Kahului, Port Allen, Kaanapali and Hilo.

Sugar will be placed aboard the vessel at two island ports, 1500 tons having been secured at Port Allen and 2500 tons at Hilo. The vessel is to sail from the latter port for San Francisco on or about July 2.

## Fire Proof Storage

CITY TRANSFER CO.  
JAS. H. LOVE

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### VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Monday, June 23.  
YOKOHAMA — Arrived, June 21, S.S. Shinyo Maru, hence June 10.  
SAN FRANCISCO — Arrived, June 22, S. S. Hyades, hence June 12.  
Arrived, June 23, 1 p. m., S. S. Chiyu Maru, hence June 17.  
HILO — Sailed, June 21, 6 p. m., S. S. Enterprise, for San Francisco.  
SALINA CRUZ — Arrived, June 20, S. S. Mexican, hence June 6.  
SYDNEY — Arrived, June 20, S. S. Cape Finisterre, hence May 31.

**PASSENGERS ARRIVED**  
Per O. S. S. Sierra, from San Francisco, June 23.—For Honolulu, Mrs. Helen Ambrose, R. A. Anderson, Mrs. A. Baldwin, E. Faxon Bishop, Miss Annette Booge, Mrs. J. L. Booge, Mrs. A. M. Bradstreet, E. L. Brown, Mrs. Brown, Miss Esther Brown, Mrs. Sylvia Bunker, Miss E. Carillo, R. B. Catton, C. H. Crawford, Mrs. Crawford, Mr. Diamond, Mrs. Diamond, Miss Diamond, Miss Grayce Dobson, Paul Dumont, Mrs. N. B. Emerson, H. F. Fleming, Mrs. W. M. Gillard, J. A. Gilman, Holbrook Goodale, W. W. Goodale, Mr. Haneberg, Mrs. J. Harry and two children, Mrs. D. A. Heibing and two children, Mr. John Hind, Mrs. Hind, Miss Marjell Hind, Frank Honigsberger, Miss Honigsberger, Mrs. Miss M. Jamieson, Mrs. E. A. Johnson, Miss R. Johnson, E. A. Jones, Mrs. F. J. Keleghan, W. C. Kretz, Miss Vera Layne, Wong L. Lum, H. McInerney, A. L. Mackay, L. H. Miles, William Mutch, Miss E. Nelson, Mme. Lillian Nordica, maid and man-servant, E. J. Pullen, R. M. Pupils, Miss A. S. Purvis, Dr. F. Quenzer, Mrs. Quenzer, Mrs. T. M. Reed, Miss C. Reed, A. C. Silva, Mrs. Silva, Miss Sarah G. Silvester, Miss Lina Solimann, Nell Slattery, Romayne Simmonds, C. G. Strakosch, Mrs. H. C. Tabrett, Miss Amy Tabrett, Miss Mary Tabrett, Mrs. Agnes Thomson, Mrs. A. W. Turpin, Miss Ruth Turpin, Mrs. E. Wilcock, Owen Williams, Mrs. J. L. W. Zumwalt, Miss Zumwalt, George Zorb, Eames.

Per str. W. G. Hall, from Kaula, June 22.—Ed. Wilcox, Mrs. J. Hoalton, Miss Spillner, Tong Hing, Wong Sing.

**Enterprise Sails From Hilo**  
The Matson Navigation steamer Enterprise with a full shipment of sugar is reported to have sailed from Hilo for San Francisco on Saturday afternoon. This vessel in visiting the islands brought cargo for Honolulu. The Enterprise carried a limited number of passengers.

Two steamers from Kaula ports brought a considerable quantity of sugar. The Neoua, from windward port, returned with 3800 sacks of the commodity together with 6 crates onions and 28 packages sundries. The Neoua met with fine weather. Her officers report 2000 sacks sugar awaiting shipment at Kilauea.

Several pontoons used in dredging operations at Kahului harbor were returned to this port with the arrival of the steamer Claudine. This vessel has been discharged of a small cargo and has been prepared to steam for Maui port at 5 o'clock this evening.

The Inter-island steamer W. G. Hall is to be dispatched for the Garden Island this evening taking a small amount of cargo and a late mail. This vessel was discharged of five thousand sacks of sugar during the brief stay at the port.

## Look Out!

Did you say you were going to leave?

# Well,

Smith's got his eye on you.

# You Know

he handles baggage.

# His Number

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# Hawaiian Express Co.

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