

LIGHTHOUSE INSPECTOR DECLARES HILONIAN ACCIDENT NOT DUE TO ANY FAILURE OF U.S. DEPARTMENT

In Letter to This Paper Makes Plain Status of Buoys and Attitude of Captains

DEPARTMENT OF COMMERCE AND LABOR.

Lighthouse Establishment, Honolulu, March 13, 1914.

Editor, Honolulu Star-Bulletin.

It is noted that the Honolulu Star-Bulletin of March 12, 1914, states that the S.S. Hilonian ran aground at 8:30 on the night of March 11, 1914, on a shoal in Hilo bay.

I do not know who is responsible for this write-up but note the statement that a buoy on the Punis side of Hilo bay had been moved 60 feet further in towards the reef together with a statement that a failure to notify Captain Nelson of this change is held responsible for the accident.

As it appears to me that these statements have been made to exonerate the captain with reflections on the U. S. lighthouse service, I, as lighthouse inspector of the 19th lighthouse district, wish to set forth the exact details in connection with this shoal and the buoys guarding same.

The Alaskan touched on this shoal on May 5, 1913, as was later learned, but failed to report it to the local steamboat inspection service or to the lighthouse inspector. The Wilhelmina touched on this shoal on the night of July 13, 1913, which fact was reported the following day by its master to the local steamboat inspection service and to the lighthouse inspector. On the same day Captain Mosher, harbor-master, reported details of the incident and was authorized by the lighthouse inspector on July 15, 1913, to mark this shoal with a temporary buoy pending the setting of a proper buoy by the lighthouse service at the earliest possible date. A special trip was made to Hilo by the lighthouse tender "Kukui" and a second class can buoy established on this shoal on July 22,

1913, after the shoal had been sound ed out by the captain of the tender.

The buoy marking this shoal was established temporarily pending the proper circulation of notice to mariners for a shifting of Blonde reef southwest end buoy, located near the shoal further from the reef, in order that the newly discovered shoal would lie outside of the line of buoys.

After this prospective change was circulated by notice to mariners, Blonde reef southwest end buoy, 3, was moved on October 27, 1913, further from the reef towards the channel so that a line connecting this buoy with Blonde reef southerly end buoy, 1, would throw the shoal outside of this line. Vessels are supposed not to cross this line.

The statement of the failure to notify Captain Nelson of the change of the buoy is not applicable as the captain himself should take proper steps to always secure a copy of the weekly issue of the Notice to Mariners and correct his charts accordingly.

In this connection I would like to say that the master of a French vessel recently in my office stated to me that he had all weekly Notices to Mariners issued by the U. S. lighthouse service to date. If a captain arriving from the Orient manages to secure Notice to Mariners through his government and its representatives, I am of the opinion that masters of American vessels might do as well as they can obtain these direct.

I have requested Captain Mosher, harbor-master at Hilo, and also lighthouse employe, to furnish me with such details of this incident as he may have in hand. Upon the receipt of this information if there are any indications that any buoys have shifted or other facts explaining the situation a further statement will be made.

I would be glad to have you print such portions of this letter as you clearly set forth the facts in this case.

Respectfully,
A. E. ARLEDGE,
Inspector, 19th Lighthouse District.

INTER-ISLAND INVESTIGATION IS ON TODAY

(Continued from page one)

by others than the commission or commissioners on the matter so submitted. Objections or comments thereon will be heard and received from any person desiring to make such comments or objections, and after the company has been afforded an opportunity to be heard thereon, will be considered in other data procured in such investigation.

"The commissioners, or any one of them, may at any time during any such investigation, take such measures as he may deem necessary to procure further data and information to be submitted at any public meeting held in this cause."

At the conclusion of the session this afternoon, the following assignments of work will be made to the members of the commission:

Chairman E. A. Mott-Smith will take up the finances of the company in detail and its income, expenditure, depreciation and other accounts, and prepare data for submission at the next public meeting and verifying data submitted at the meeting this afternoon.

Commissioner A. J. Gignoux will take up the matter of storage of freight in Honolulu and the measures for relief of congestion on steamer sailing days, preparing data and information for submission at the next public hearing.

Commissioner J. N. S. Williams, who will arrive in Honolulu from Hilo next week, will take up the physical valuation of the company's plant, and the working hours and wages of its employes, preparing data for submission at the next public hearing.

"The order of procedure laid down by the commission will benefit both the company and the commission in that an understanding will be arrived at concerning the lines of work," said Chairman Mott-Smith this morning in discussing the several matters which are to come up in the hearing this afternoon.

"It means that the proceedings, not having been brought about on general complaint, will differ from the method which would be followed in case a complaint had been made. In other words, it is not a trial, which would be the case if a complaint were filed, and wherein there would be opposing parties, cross-examination and all the other indictments of a trial.

"This is an investigation by the commission on its own motion," he continued, "so that this order of procedure goes to make things quite clear, principally that the company will not be subject to cross-examination by others than members of the commission. The commission will conduct its own investigation. If a complaint is filed, however, during this investigation, it will be assigned a special hearing and will proceed along the lines of a trial. In case any person desires to make a statement in this investigation, the company will not be allowed to cross-examine that person but will have the opportunity of making a statement in reply. In that case, any examination will be conducted by the commission and not by the company or the person making the complaint."

Mr. Mott-Smith went on to say that the meeting this afternoon will bring out the offices held by the witnesses, the general nature of the business carried on by the company—both utility and other business. The commission proposes to go into the aggregate values of the part used in the utilities part of the business, and the methods by which these values are figured by the company. It also will go into the methods—not figures, necessarily—of figuring depreciation, construction, repairs, emergencies, moorings and other accounts. These figures will bring out the aggregate figures for the purpose of establishing the commission's records. Subsequently, one of the commissioners will make an investigation of the details for the purpose of verification.

From the fact that the Inter-Island has buildings, shops, etc., the commission will attempt to segregate the portion of these which may be charged to the utility part of the business. It also will be determined as to the manner in which the company treats this subject. The commission now is prepared to take up the matter of the company's gross income and expenditures of the utilities part of its business, the details of which will be investigated later. This involves the entire book accounts of the company. The subsequent investigation also involves a number of justifiable expenditures.

The commission will take up the number of vessels the company has, how many are actively engaged and how many are not engaged and why. An extensive comparison will be made of the business done in 1912 and 1913 in order that the definite conclusion of the commission may be based not on one year alone, but on an average of years. The scale of wages of employes will be taken up, and to complete the record a list of officers and a copy of the articles of association and passenger and freight tariffs will be secured.

The commission will endeavor to complete this work this afternoon and secure as concise a statement as possible to go on record.

After the discharge of a general cargo including a quantity of lumber, the schooner Honouliuli has sailed from Hana, Maui, with destination as San Francisco.

The schooner J. M. Griffith laden with lumber and general cargo, sailed from San Francisco 19 days ago with destination as Honolulu.

CHAT FROM THE BIG COAST CITY BY AN OBSERVER

Says Travel to Hawaiian Islands Encouraged by Bad Weather, Etc.

By DR. E. S. GOODHUE
(Special Star-Bulletin Correspondence)

SAN FRANCISCO, Mich. 5.—In the exultation of two weeks' sunshine we fancied that the rains had ceased for the season, when the worst storm of all fell upon us and fairly deluged a part of the country. Los Angeles and vicinity suffered most, as you already know.

Ever since the earthquake (excuse me, the FIRE), San Francisco has tried to "get even" with her competitor of the South. Here is her chance. Los Angeles papers enlarged upon the earthquake we felt here a few weeks ago, and now Frisco papers are talking about the great flood.

As in most cases where jealousy exists, there is no real reason for the exhibition of this ignoble emotion, since both cities have advantages all their own. However, so far as population and commercial pre-eminence go, I think San Francisco in the end will be paramount.

I notice that Mr. Taylor of the promotion office continues to do a thriving business, and many persons are booking ahead. Indeed, we found it difficult to engage space for our own transportation.

Sugar prospects, bad politics and stormy weather seem to have increased rather than discouraged travel to Hawaii. Every man who goes there becomes an "Ad"—a peripatetic tribute to the attractions of our land. If travel kept up at this rate, even the president will know that we are a territory of the United States!

The other day Mrs. London had luncheon with me at the Stewart, and when I told her I found it rather noisy where I was, she said: "Come along," and conducted me to a quiet, cosy little hotel on Turk street. Let me say that I never liked a hotel better than I do "Hotel Stewart"; that nowhere can a host be more courteous and accommodating; it is just the place for our people. But just now they are building an annex, and some of the rooms are noisy. As I need quiet and freedom from intrusion, artists and actors, just suit me, Mrs. London's aunt, a series of stories for children; Amanda Mathews (contributor for Century Magazine) and others are here.

Despite the offer of a check from the proprietor of the Los Angeles Times for a graphic article descriptive of Hawaii and its industries, I have not been tempted to literary servitude. These easy-going letters to my home-papers only keep my pen pliant.

The other day a boyhood chum whom I had not seen since I was 10 years of age called for me in his car—a handsome "Winton six," with chauffeur and torgery. We used to trap muskrats together, sell the skins for 20 cents and divvy up profits. He is now a millionaire, tells me his profits are \$750,000 a week, pay-roll \$1500 a day, and so on. I couldn't see any difference in the lad except that his hair is grayer and weighs 225 pounds. His heart is warmer, if anything, than it used to be. I'm always glad to find a man money does not spoil.

Coming home on O'Farrell street the other night, I was accosted by a seedy-looking customer who took me by the hand with "Why, how do you do, doctor? I'm right glad to see you. How's the boy?"

"I'm sorry," I said, "but I don't remember your name." I didn't want to chill such heartiness by acknowledging that I hadn't the faintest recollection of ever having seen him or his photograph.

"Well, now," he laughed, "that's bad, but if you'll lend me a nickel to pay street-car fare, I'll forgive you." I gladly gave the fellow five cents, telling him his scheme was worth the money, but I've wondered ever since how he worked the racket. And I've laughed over it a dozen times. Probably he followed me to some hotel or overheard me talking to a friend. Anyway, he knew several things about me, and I'm surprised he didn't ask for half a dollar. His very modest demand rather staggers me. This evening another tramp asked me for two-bits but as his breath was strong, I told him no—not while he was drinking.

"My God!" he said in high dudgeon, "if all de things I don't never do, drink's one."

You hear some pretty good things on the street, too, among these quick-witted folk, better than the stuff manufactured for vaudeville.

A day or two ago an aeroplane passed over the city, and two fellows near a cigar-stand were discussing it. "Well," said one, "he was flyin' 10,000 feet nearer heaven than we air, but he might go to hell sooner'n we do."

"An' I saw a woman with him—she's got grit, you bet."

"Now, Tom," rejoined his companion, "ye did? I'll be darned if ye can't see a woman-farther off than any man I ever seen."

No word has been received from the schooner Camano, lumber laden, which sailed from Port Ludlow for Hilo a month ago. The vessel is now due at the Hawaii port.

The Kosmos line freighter Menes, with 9,000 tons of cargo from Europe and South American ports, is reported nearing the port and due to arrive daily. Much of the freight consists of nitrates.

JUDGE WILDER OFFERS HARRY LAUDER \$1500

(Continued from page one)

attorney of Honolulu, who was in a Court stage box with a party of Hawaiian friends.

Wilder wanted to make Lauder promise to show in Honolulu on his way to Australia, for which he sails next Tuesday on the Sonoma. He went to William Morris, Lauder's manager, yesterday afternoon and offered \$500 to secure the Scotch comedian's appearance in the island city.

"What's your interest in the matter? Are you a theatrical manager or agent?" he was asked.

"Nothing of the sort," Wilder assured them, "I simply desire to have a good thing happen in a good place—to give Honolulu a chance to see and hear Harry Lauder."

On being told that \$500 would hardly be likely to tempt Lauder to break his trip to Australia, Wilder went away, and Lauder and his manager considered the incident closed.

But it had only opened. Last night at the conclusion of the regular performance, Lauder made a curtain speech in appreciation of the applause heaped upon him, and got as far with it as to mention that he was leaving San Francisco for Australia next Tuesday. Then the fun that convulsed the crowd began, with Wilder leaning from his box and saying:

"Well, are you going to stop at Honolulu?"

Lauder cocked a dry, bright eye up at his interlocutor, and came back with:

"Eh, mon, I've been offered too much money to play there, and I think it a shame to take it."

Wilder was prompt with his rejoinder:

"I'm here to play you in Honolulu if you will," he affirmed, and the audience, quickly grasping the purport of the dialogue, began to laugh and to cheer Lauder and Wilder.

Lauder swiftly retorted, with:

"How much will ye give me?"

"What's your fee?" queried Wilder.

"Come, come, young man," said Lauder, wagging a reproachful finger at the attorney, "you started this. 'I'll take your best offer.'"

"I'll give you all I've got," laughed Wilder.

"And I guess that ain't verra much," commented Lauder, and the audience roared.

Wilder got down to brass tacks.

"I'll give you \$1,500."

"For the afternoon?" queried Lauder, cautiously.

"Yes; for the afternoon," said Wilder.

"The money paid down before the doors are opened," Lauder continued.

Replete with gold, Lauder said in American gold coin, \$1,500, before the doors are opened."

"Eh, mon, that's your offer all right," said Lauder, shaking his head, "but I dinna believe ye would open the doors."

Somebody in the delighted region of the gallery shouted something and Lauder said:

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RECENT HEAVY LOSSES CAUSE OF DECLINE IN SHIPMENT OF PINES

The shipping of fresh pineapples to the mainland has practically stopped during the past few weeks, owing to unduly heavy losses which have been sustained by the shippers recently. It was stated by a prominent pineapple man this morning that the coast dealers have refused to renew their contracts, because of the difficulty in disposing of the large quantities of damaged fruit which they had been called upon to handle. While the business is expected to revive before long, it is felt that it has had a serious set-back.

The trouble is largely due, it is claimed, to the fact that none of the steamships on which the pineapples have been shipped, are fitted for carrying fresh fruit. They have no system for ventilating the holds where the perishable products are carried, and when stormy weather compels the close battening of hatches, pineapples heat and deteriorate very rapidly. The past two months have been unusually stormy, and in a number of cases the voyages have been several days longer than scheduled, which accounts almost entirely for the havoc wrought in the pineapples on board. Bananas are also reported to have been badly damaged by the same cause.

The fresh pineapple business from Harry, be sure ye dinna stay too long. And without another glance at the shouting and applauding audience Harry Lauder made his final exit.

Will he go to Honolulu? Wilder says he will. Lauder keeps mum. Perhaps he's waiting for Wilder to raise the ante.

It is reported the offer eventually was turned down by Lauder.

HARBOR NOTES

The Matson steamer Lurline will receive its share of the coast-bound travel in departing for San Francisco next Tuesday. Indications point to the vessel sailing with a full quota of passengers.

RYER MAKES BOW AS SKIPPER IN VIRGINIAN

Departing from the usual line of shipments for ports in the Hawaiian Islands the American-Hawaiian steamer Virginian, now in command of Captain F. S. Ryer, came to a berth at pier 19 today bringing a consignment of livestock including cattle, horses and hogs.

Captain E. Anderson, who has been a familiar figure in island shipping while identified with the A-H line, has left the Virginian and is expected to return to the Nevada, one of the vessels operated from Salina Cruz to points along the Pacific coast of the United States.

Captain Anderson was transferred from the Nevada to the Virginian some months ago. The skipper and his wife, who was a popular island girl, are well known to local society.

Captain Ryer reported a fine trip down from the Sound, where the Virginian completed a large cargo of feed stuffs, forage and baled hay, flour and general merchandise. Several thousand tons of freight were transhipped to the Virginian at the isthmus of Tehuantepec. Shipments of sugar totaling about 12,000 tons await this vessel at Port Allen, Kahului and Hilo. The Virginian will remain in port until the early part of the coming week.

Flourance Ward for Midway Only. To proceed to Midway island only with supplies for the staff of the Commercial Pacific Cable Company stationed there, the schooner Flourance Ward is now being cleaned and repainted on the marine railway. The work is expected to be completed within a few days. With the British steamer Keatrel in commission that vessel now on a cruise to Fanning and Washington islands will continue to take care of the business in the South Pacific as it has done for many months past.

Brought Sugar and Cattle. With a full shipment of sugar and 70 head of cattle from Hawaii ports, the Inter-Island steamer Maui is an arrival at the port. This vessel met with some rain in steaming across the channel. The vessel is listed for a quick dispatch to Hawaii to gather sugar for transshipment to steamers departing from Honolulu to the coast.

Mail dispatched for the mainland in the Japanese liner Shinyo Maru on March 6, arrived at San Francisco yesterday morning according to cables received here.

VESSLS TO AND FROM THE ISLANDS (Special Cable to Merchants' Exchange)

Friday, March 13. SAN FRANCISCO—Arrived, March 13, 5 a. m., S. S. Sierra, hence March 7.

PORT SAN LUIS—Sailed, March 12. S. S. Santaria Maria, for Honolulu. SAN DIEGO—Arrived, March 12. cruiser Montclair, hence March 3.

HILO—Sailed, March 12, 4 p. m., S. S. Hilonian, for San Francisco.

U. S. A. T. THOMAS sails for Manila at noon Saturday.

Table with columns: Date, Ship Name, Class, Time, Agent. Rows include Mar 9, 10, 11, 12, 13, 14, 15.

THOMAS LISTED FOR EXTENSIVE ALTERATIONS

New and modern lifeboats and rafts to a sufficient number to accommodate the maximum of cabin, second class and troop passengers permitted in the United States army transport Thomas in its monthly voyages from the Pacific Coast to Honolulu, Guam and Manila, will be installed in that vessel following the return of the Thomas to San Francisco. The Thomas, it is announced, will go out of commission for a number of weeks while the improvement and general alterations are in progress, the Sheridan having been refitted to take up the trans-Pacific business after more than a year of idleness.

The Thomas, now at Pier 6, will remain here until Saturday afternoon before steaming for the Philippines. Seven hundred tons of coal, and the discharge of a quantity of supplies for the local quartermaster department will serve to keep a large force of stevedores steadily employed until the hour set for departure.

The vessel was favored with fair weather on the voyage from San Francisco. Coming to a berth shortly after 7 o'clock last evening, 27 cabin, 9 second-class and 732 troop passengers left the transport. The latter are enlisted men who will be assigned to the several companies identified with the 2d Infantry and stationed at the island military posts.

The Thomas was unable to carry all freight offered and much cargo intended for the Philippines was brought to Honolulu in Matson steamers, which is today being transferred to the troopship. More than 50 tons of refrigerated meat and provisions were landed here.

To proceed through to the Philippines are 78 cabin, 26 second class and 347 enlisted troop passengers.

Sailing from Kahului on February 18 the schooner Alert is reported to have arrived at Grays Harbor on Wednesday. The vessel will be supplied with a return cargo of lumber for the islands.

The steamer Helene of the Inter-Island freight service has been discharged of 11,000 sacks of sugar supplied at ports along the Hamakua coast of Hawaii. The vessel brought 75 head of cattle.

After the discharge of a general cargo including a quantity of lumber, the schooner Honouliuli has sailed from Hana, Maui, with destination as San Francisco.

The schooner J. M. Griffith laden with lumber and general cargo, sailed from San Francisco 19 days ago with destination as Honolulu.

Advertisement for Postum coffee. Includes text: "What Is It?", "The usual cup of coffee contains about 2 1/2 grains of caffeine, a drug which often produces aches, ails and discomfort; but the habit can be quickly overcome by using well-made Postum.", "There's a Reason" for POSTUM. Includes illustration of a man holding a cup of coffee.