

POPE - HARTFORD WINS

FOR THE SECOND TIME

FIRST PLACE IN GREAT FREE-FOR-ALL MOST IMPORTANT EVENT,

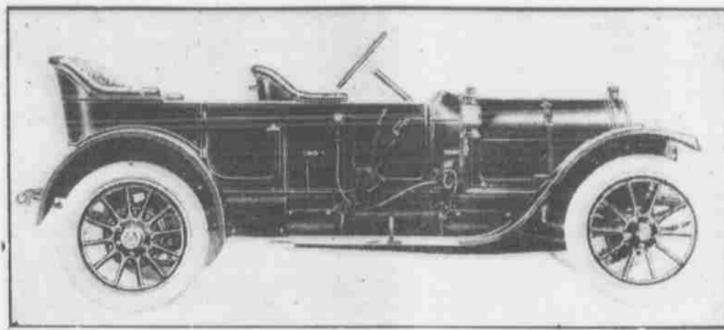
THE GREAT PANAMA-PACIFIC (PORTOLA) ROAD RACE

In the classic Panama-Pacific Portola Road Race, held in Oakland, California, yesterday, the honors of the day were carried by the Pope-Hartford entries. In the great Free-For-All the Pope-Hartford, owned and entered by the William R. Ruess Auto Co., of Los Angeles, and driven by Bert Dingley, captured first place, while the other Pope-Hartford, owned and entered by the Consolidated Motor Car Co. of San Francisco, and driven by Jack Fleming, last year's winner, finished third. In the event for heavy cars of 300-600 cu. in. piston displacement, Dingley's Pope took second and Fleming again finished third.

FREE-FOR-ALL

Main Event of the Day

1st Pope-Hartford, Dingley
3rd, Pope-Hartford, Fleming



POPE-HARTFORD, WINNER 1911.

HEAVY CAR

Class Event of Next Importance
300-600 cu. in.

2nd, Pope-Hartford, Dingley
3rd, Pope-Hartford, Fleming

All the reserve power, speed and wonderful staying qualities shown by the two Pope-Hartfords entered in this classic race are at the command of every owner of a 1911 Model "W" four cylinder car. Both these cars are strictly Stock Chassis equipped with racing bodies and are identical with those delivered to customers every day from the Pope factory. The same power and efficiency that made it possible for Dingley to outdistance his every competitor is at the command of each individual Pope-Hartford owner for negotiating hills, rough and sandy roads, and for meeting all conditions found in touring. This car fitted with touring body sells for \$3,000.

The Von Hamm-Young Co., Ltd., Agents,

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With old age ahead, bringing sickness, and loss of employment, are you going to spend all you earn as you go along? Start a Savings Account with us. Interest will be paid you at 4 1-2 per cent compounded semi-annually.

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Fine Job Printing, Star Office.

BY AUTHORITY

PRINTING DECISIONS OF THE UNITED STATES DISTRICT COURT FOR HAWAII.

Sealed tenders will be received at the Office of the Secretary of Hawaii until 12 o'clock noon on Tuesday, March 28, A. D. 1911, for printing and binding Volume 3 of the Decisions of the United States District Court for Hawaii. Specifications may be received upon application at the Secretary's Office.

The lowest or any bid not necessarily accepted.

E. A. MOTT-SMITH,
Secretary of Hawaii.
Executive Building,
Honolulu, March 15, 1911.

BY AUTHORITY.

Bids will be received at the Office of the City and County Clerk until 12 m. of March 23rd, 1911, for nine thousand (9000) feet of straight curbing, and one hundred and seventy-six (176) feet of curb stone cut to a radius of 7 feet on the outside face.

Delivery to be made at minimum rate of one hundred and fifty feet per working day from April 1st, at any place on Nuuanu avenue, between the Mausoleum and the Country Club road, as directed by the Road Supervisor.

Stones shall be rolled clear of the roadway and close to the property line and be strung out as nearly as practicable to the distance which they will lay in the set curb.

Specifications can be obtained from the City and County Clerk.

D. KALAUOKALANI, JR.,
Clerk, City and County of Honolulu.

NOTICE.

There will be a special meeting of the Kwong Yee Society, at its Hall in Honolulu, at 8.30 p. m. Monday, April 17, 1911, for the purpose of negotiating a loan.

KWONG YEE SOCIETY,
By YUEN MUN,
Its President.

NOTICE.

Notice is hereby given that on and after this date I will not be responsible for any debts incurred in my name without my written consent.
GEORGE C. LEACH
Dated, Honolulu, March 15th, 1911.

WHAT BECOMES OF ALL THE IRON

According to the American Machinist, "an enormous quantity of new iron is continually being mined and manufactured and apparently added to the world's stock of material, and yet the available pile of usable metal does not rapidly increase. The fact is that only a small portion becomes permanently available stock. Not more than a quarter of the world's iron is used a second time, and not more than a quarter of this goes through a second scrapping. Where does it all go? We get many suggestions as to where and how the iron is dissipated, or, as we say, consumed; this consumption being as complete and final for the portions considered as the consumption of coal or wheat. In the processes of manufacture, in the melting and forging, there is burning of metal, and in all the cutting operations of the shops there is waste, only the larger chips representing recoverable material. The dissipation by wear is more rapid than one would think. Dr. Soper, in a recent valuable paper before the Boston Society of Civil Engineers, says that he found that, by actual record of material replaced, there was produced in the New York subway, from the brake shoes alone, one ton of iron dust per month per mile. The waste of wheels and rails was not so easily ascertainable, but is to be added to this.

"The same rate of iron-dust production was estimated for the elevated railroads while the same process was also in operation on the surface roads, and, more slowly, of course, with all running vehicles. On the big railroads account is kept of the weight of the cars in use. A large number of steel hopper cars showed an average loss of weight of 702 pounds the first year, with continuous losses, not always at the same rate, for subsequent years. Some of this loss, of course, was due to wear and some to rust. The rusting of iron goes on always, and in some extensive lines of manufacture, as, for instance, wire fences and the various iron articles in domestic service, the entire output ultimately goes to rust. Old iron lies around everywhere, some of it too small and much of it too in-

significant to be individually noticed, slowly disintegrating, some of it going into the air, some into water and some into the soil and through these media into untraceable combinations and activities. Dr. Soper, in the paper referred to above, says that he has never found any dust anywhere in New York which had not iron in it. He was consulted as to the discoloration by iron rust of the new white marble Metropolitan Life building.

"It was suggested that there was iron in the marble, but he went to the quarries at Tuckahoe, where the marble came from, and found houses in the neighborhood, built years before of the same material, which are still white and without this characteristic stain. Then he collected dust on the different stories of the building and always found iron enough to account for the discoloration. 'It would be an interesting thing,' he says, 'for any one who is at all concerned about dust, and curious to know how much iron there is floating around in the atmosphere he breathes, to scrape up a little dust—perhaps from his bookcase, or somewhere else in his home or office—take a common 10 or 15 cent horseshoe magnet and pass it over the dust. Or, preferably, if the dust is scattered on a piece of paper, take the magnet and pass it back and forth under the paper. In the last case, with the magnet moving under the paper, the sharp eye will see some of the particles rearing themselves on their hind legs, so to speak, and waving back and forth in accordance with the amount of magnetic attraction beneath.'

"All this is curious and interesting and provocative of thought. We cannot but wonder, when we note what is going on, how the masses of iron were first collected and deposited in comparative purity in isolated spots all ready for the miner and the manufacturer, and then we may wonder still more how all the iron scattered by man's activities in infinitesimal particles through the air and over all the earth is ever to be collected and deposited again for the miners who will still be seeking iron in the ages out of sight ahead. So far as imagination can outline the future plan of the universe, with the tendency everywhere from the homogeneous to the heterogeneous, there is no hint of any reassembling of such material as in the primeval aggregations. We must

go on mining and comminuting and scattering with no intelligent thought as to what is to be the climax. If we ever think for a second of the possibility of exhausting our supplies, especially of the metals, we have only to remind ourselves of the specific gravity of the earth. As long as that is above five, we know that in the constituents of the mass the metals are decidedly in the majority, and the meteoric which are flung at us assure us that steel is plentiful in the universe."



HE FELT IT, TOO.

Willie—I hear your gettin' fazed from school raised a big breeze at your house.

Earlie—Yes. It was what the yacht fellers call a spanking breeze.

LOOKS GOOD FOR BIG

ADVANCE IN PRICE. I have only a few thousand shares of Lakeview No. 2 oil stock and when that is sold the price will doubtless advance to one dollar per share. My price is still fifty cents. Do it now.

J. OSWALD LUTTED,
1129 Fort Street.

Harker—I don't see you running your auto any more. Sparker—No; I'm trying to save up enough money to buy a new one.—Chicago Daily News.

"My husband has a terrible case of grip." "What are you doing for him?" "Nothing. He has his life insured for \$60,000."—Chicago Record-Herald.

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