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Reduction of rates. Immediate Payment of Claims.

Theo. H. Davies & Co., Ltd. AGENTS.

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Bank of Hawaii

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PAID-UP CAPITAL \$600,000.00 SURPLUS 100,000.00 UNDIVIDED PROFITS 157,592.92

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Strict attention given to all branches of Banking. JUDD BLDG., PORT ST. COMMERCIAL AND SAVINGS DEPARTMENTS.

Castle & Cooke Co., Ltd

Life and Fire Insurance Agents

General Insurance Agents, representing New England Mutual Life Insurance Company of Boston.

Acting Fire Insurance Co. ATTENTION: We have just accepted the Agency for the Protector Underwriters of the Phoenix of Hartford.

These names are among the Hall of Honor in San Francisco.

REAL ESTATE TRANSACTIONS.

Entered of Record August 17, 1910. A N Hayselden to Philip Esuinda, Rel W L Decoto to C R Lindsey, Rel Hiram Jesse to Hiram Opa, D Kahe and wf to Jose L Neves, D Rebecca Taylor, et al, to Henry P Baldwin, D William R Castle, tr, to Frank Almeida, Sr., Rel Mrs Kaana Gabriel to Lum Chee, L A H Dondero, et al to Martha Bouke, D W M Minton and wf to Joseph Fo Kam, D William E Castle, and as tr, and wf, to J Alfred Magoon, et al, D Pioneer Bldg & Loan Assn of H, I, D Led, to Alice Kana, Rel Evelina Camara and hsb to Mutl Bldg & Loan Socy of H, I, D Von Hamm-Young Co, Ltd, to C H Behn, Rel Entered of Record August 18, 1910. Agnes H B Judd, by Atty, to A H Dondero, et al, Rel Estate of S G Wilder Ltd to Ket Fui Kon Socy, Rel Ket On Fui Kong Socy to William R Castle, Tr., M Territory of Hawaii to Hawn Irrigation Co Ltd., Grant A H Dondero et al to Manuel M Pimental, D A H Dondero et al to Louis Pimental, D E Coit Hobron and wf to Lum Ho Shee, D John Broad to Trs Est of W C Lunallilo, Arcl Chge Lum Ho Shee and hsb to E Coit Hobron, M Entered of Record August 19, 1910. Sera N Sherman to Wong Chee, CM F E Thompson, Tr, to Laura V Riley, D Laura V Riley and hsb to H Watterhouse Tr Co Ltd, Tr., M K Yamamoto to Yokohama Specie Bank Ltd, CM Manuel Andrade and wf et al to H F Lewis, Tr., D George S Wells to Parker E Cummings et al, Par Rel William C Cummings and wf et al to Eva M Belser, D A H Dondero et al to J S Azavedo Jr, D Agnes H B Judd by Atty to A H Dondero et al, Par Rel Lusitana Bent Socy of H to A V Peters, Rel Kwong Sing Tong to Kwong Sing Tong Hop Kee, BS W F Heilbron to von Hamm-Young Co Ltd, CM A H Dondero et al to Joe Oliveira and wf, M Joe Oliveira and wf to Everisto Dotta, M R G Ross and wf to Mutl Bldg & Loan Socy of H Ltd, M Sarah White by Atty to Hip W Wal Co, Ltd, PA J F Humberg to Geo Rodiek, PA Entered of Record August 20, 1910. Francis Gay and wf to Minnie Iona Est of John Nevin by Exor to Minnie Iona and hsb, Rel Minnie Iona and hsb to C B Hofgaard & Co, Ltd, D Minnie Iona and hsb to C B Hofgaard & Co, Ltd, D Kana (w) et al to Emmaline H Litfee, D George Kanue to Kahilani Lapaela S Iahli to C Masui, CM Wm Kinney to Inouye Kumajiro, L T Ah Ping et al to K Y Kau, L C D Lufkin and wf to Union Protestant Church of Wailuku, D C K Aniu (k) to Umeida, D George E Miner to Henry C Hapai, Manuel P Mendonca and wf to Mary S Castanha, D Mary S Castanha and hsb to Maria Fernandes, D Kapiolani Est, Ltd, to Leong Yau Shee, D Est of James Campbell by Trs to Kapiolani Est, Ltd, Par Rel Trent Trust Co, Ltd, to T Brandt, Rel Pioneer Bldg & Loan Assn of H, I, Lucia Duchalsky, Rel L G Blackman and wf to Bank of Hawaii, Ltd, M John F Humberg by Atty to H Waterhouse Tr Co, Ltd, Tr., AM Frederick C Miller and wf to John Mattos, Jr, D John Mattos, Jr, and wf to H Waterhouse Tr Co, Ltd, M Bank of Hawaii, Ltd, to L G Blackman, Par L G Blackman and wf to J W Kershner, D J W Kershner and wf to H Waterhouse Tr Co, Ltd, Tr., M J W Kershner and wf to H Waterhouse Tr Co, Ltd, Tr., M Daniel Willats to Charles H Thurns, D H F Lewis and wf to L G Blackman, D Entered of Record August 22, 1910. Joaquin Durro to County of Maui, L Mary L Moore, by Atty, Notice Edward Pollitz, by Atty, et al to Albert A Durant, et al, D Joe Ornelas and wf to San Ant Port Bent Socy of H, M Hoopi Cummings and hsb to J K Nakila (k), D J K Nakila (k) to Parker Cummings, D Edw H F Wolter, Tr, to Nea N Mahi, D Edw H F Wolter, Tr, to Nea N Mahi, Rel Nea N Mahi and wf to Edward H F Wolter, Tr., M Annie S Knudsen to Pah On, L E P Aikue and wf to Abbie Harrison, D Abbie Harrison and hsb to E P Aikue et al, D King Lee to Ihu Sam Lung, BS Kuumoo Ah Tim and hsb to Tam Ping, D Zolopapela Kani and wf et al to Puaheua Agret Co Ltd, D Elmer J Breckenridge and wf, by Migeo, to Cecil Brown, For Affd Elmer J Breckenridge and wf, by Migeo, to William H Friel, D Samuel Parker, by Atty, to John B Searle, Rel

WILL NOT ABANDON HONOLULU ROUTE

Subsidy Law Prevents Dropping of This Port From Itinerary —Rumor Unfounded.

TWO NEW SHIPS FOR SERVICE

Avery Relates Plans of the Company Under New Agreement With Western Pacific.

The report that the Toyo Kisen Kaisha would quit sending its vessels to this port was without foundation. The law under which the line receives a subsidy provides that the steamer shall make this a regular port, and in those circumstances it is quite out of the question to assert that there is any likelihood that the line will abandon Honolulu. There is no known reason to suppose that the company ever had any intention of abandoning this port. The statement that the subsidy law forbids the Toyo Kisen Kaisha from quitting Honolulu was made yesterday afternoon by Lacy Goodrich, purser of the Toyo Maru, now in port, having arrived yesterday morning. Mr. Goodrich is well informed concerning marine affairs on the Pacific, and his statement is taken without question.

Capt. W. C. T. S. Filmer, who is in command during the illness of Captain Bent, the Toyo's regular skipper, said yesterday that he had met Mr. Shiraiisa, general manager of the line, at San Francisco, and that if Shiraiisa had had any intention of making the change in the itinerary of the three steamers now in this service Captain Filmer would have been told of it. It is understood there is a likelihood that whenever the Oriental line puts two more ships into the service there may be an occasional voyage from Yokohama to San Francisco by one of the five liners, but under the existing contract between the Japanese government and the Oriental Steamship Company only two of the regular steamers could miss Honolulu.

The management of the line expects a big volume of trade between the United States and the Orient after the new traffic agreement with the Gould railroad system goes into effect. By notifying the Southern Pacific thus early the Japanese line will lose much of its freight traffic during the rest of the year, as the Southern Pacific will throw as much business into the hands of its own line, the Pacific Mail, as possible. But in the end the Toyo Kisen Kaisha will profit by the move, for there was a possibility of a new steamship company entering the service and getting hold of the Western Pacific railroad's traffic to and from the Orient.

The agreement was consummated by W. H. Avery, assistant general manager of the Toyo Kisen Kaisha; M. Shiraiisa, managing director; K. Okawa, vice president of the company, and C. H. Schlaacks, first vice president of the Western Pacific, and E. L. Lomax, passenger traffic manager. Many important incidents relating to the new arrangements of the Oriental company appear in a recent interview of Mr. Avery with a San Francisco newspaper.

"Our arrangement with the Western Pacific will be somewhat like our present arrangement with the Southern Pacific," said Avery. "We shall have full and free interchange of traffic both inward and outward bound. The Western Pacific offered us very good inducements, and we decided to accept."

"Foretold Possible Rival. "We have considered the matter for a long time," said Avery, "for we have known for years that the Western Pacific was building into San Francisco and that a new transcontinental railroad was to be opened. And we knew that unless our company took advantage of the opportunity to become connected with the Gould line some German or other foreign company would do so. Mr. Stubbs and other officials agreed with us."

"We believe we have made the best arrangement for San Francisco and we believe it will be an excellent arrangement for both our company and the Western Pacific. The details of the combination I am not in a position to announce at this time. That is, the appointment of any traffic official or any other future business of that nature."

"However, freight shipments may be made from any section of the country through to the Orient. There will be no such thing as a shipper obtaining a rate from—say Denver, for instance, to San Francisco, and then from San Francisco to the Orient. He will obtain a rate at Denver or any other point through to the Orient by way of San Francisco."

"We shall operate five steamships after January 26, 1911, instead of three at the present time. The company is now building at Nagasaki a third turbine that is to be a sister ship to the Chiyo Maru and the Toyo Maru. The America Maru will be the other additional steamer. We will make a strong bid for both passenger and freight business and believe we shall get a liberal share."

"Give the Western Pacific six months and they will ask odds of no road on earth," said Avery. "It is one of the most remarkable pieces of railroad construction I have ever seen. The road bed is perfect, the grade easy and almost imperceptible, and the construction is as fine as can be found."

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MAY RETIRE CAPTAIN BERGER FROM THE LEADERSHIP OF ROYAL HAWAIIAN BAND

It is very probable that during one of the next two or three meetings of the board of supervisors, that body will consider the retirement of Captain Berger from the leadership of the Hawaiian band, ending a service of thirty-seven years.

The motion to relieve Captain Berger from his little command, which he has held with honor during monarchy, provincial government, republic and territorial and municipal government, will be made by Supervisor James Quinn, according to statements made by him yesterday.

Together with the motion will come a resolution to award Captain Berger a monthly pension of \$100 for the rest of his life, as a recognition of his work in Hawaii and his unique service to his adopted country.

Quinn's reason, ascribed by himself, is that the band is one of the tourist assets of the Territory and that it should be placed on the same basis as it formerly was when visitors considered Berger's musicians one of the things to see and hear while in Hawaii. To do this, he believes, it will be necessary to place younger blood behind the baton and more youthful vigor in control of the band.

Canon of ethics for the legal profession of the Hawaiian Islands, and particularly for the Hawaiian Bar Association, will be proposed for adoption at the next meeting of the local association to be held on the afternoon of August 31. The canons of ethics proposed for adoption here are those adopted in 1908 at Seattle by the American Bar Association.

Mr. Withington, in response to this request, as president of the Bar Association, cordially approves of the attorney-general's desire. He states in his letter to the attorney-general that the committee which presented the canons of ethics to the American Bar Association was a very eminent committee of which Henry St. George Tucker was the chairman, while it comprised in its membership the late Justice Brewer, the late William Wirt Howe, Alton B. Parker, George R. Peck, Francis Lynde Stetson, Dean Thayer of Harvard Law School and other distinguished gentlemen.

Mr. Withington has received a limited number of copies of this code and has distributed them as far as he will go. The canons have been adopted in many States. Attorney-General Lindsay particularizing New York, Pennsylvania, Illinois, New Jersey, Maine, Iowa, Florida, Tennessee, South Dakota, Kansas, Indiana, North Dakota, Ohio, Washington, Nebraska and Louisiana.

One clause of the canons contains a paragraph relating to the selection of judges, the report being as follows: "It is the duty of the bar to endeavor to prevent political considerations from outweighing judicial fitness in the selection of judges. It should protest earnestly and actively against the appointment or election of those who are unsuitable for the bench; and it should strive to have elevated thereto only those willing to forego other employments, whether of a business, political or other character, which may embarrass their free and fair consideration of questions before them for decision. The aspiration of lawyers for judicial position should be governed by an impartial estimate of their ability to add honor to the office and not by a desire for the distinction the position may bring to themselves."

With reference to the attitude toward a jury, the canons provide: "All attempts to entrap favor by juries by flattery or pretended solicitude for their personal comfort are unprofessional. Suggestions of counsel, looking to the comfort or convenience of jurors, and propositions to dispense with argument, should be made to the court out of the jury's hearing. A lawyer must never converse privately with jurors about the case; and both before and during the trial he should avoid communicating with them, even as to matters foreign to the cause."

The lawyer's duty in its last analysis is discussed as follows: "No client, corporate or individual, however powerful, nor any cause, civil or political, however important, is entitled to receive, nor should any lawyer render, any service or advice involving disloyalty to the law whose ministers we are, or disrespect of the judicial office, which we are bound to uphold, or corruption of any person or persons exercising a public office or private trust, or deception or betrayal of the public. When rendering any such improper service or advice, the lawyer invites and merits stern and just condemnation. Correspondingly, he advances the honor of his profession and the best interests of his client when he renders service or gives advice tending to impress upon the client and his undertaking exact compliance with the strictest principles of moral law. He must also observe and advise his client to observe the statute law, though until a statute shall have been construed and interpreted by competent adjudication, he is free and is entitled to advise as to its validity and as to what he conscientiously believes to be its just meaning and extent. But above all a lawyer will find his highest honor in a deserved reputation for fidelity to private trust and to public duty, as an honest man and as a patriotic and loyal citizen."

MILLION DOLLAR STORM SWEEPS MICHIGAN TOWN. A million dollar damage was done here today by a tornado.

HONOLULU MAN TO MAKE FLIGHT

Melvin Vaniman Plans to Cross the Atlantic in Big Dirigible.

One of the aviators attracting attention in the Eastern States is Melvin Vaniman, who was at one time a photographer in Honolulu. He came here about ten years ago and made some pictures which gave Honolulu world-wide publicity. He was the first to obtain a great panorama picture of Honolulu harbor, the city and the mountain background. This was taken from the masthead of a sailing ship moored in Naval Row, near where the present quarantine wharf is located. This picture was sent to hotels all over the world and was practically the first picture to be used for promotion purposes. The New York Times of July 31, has the following concerning Mr. Vaniman's plans:

Prominent among the passengers on the Touraine last week was Melvin Vaniman, the constructor and engineer of the airship America, on which he hopes in three weeks or so to be sailing back to Europe.

Ten years have passed since Mr. Vaniman last saw New York. He was once an actor. Under the name of Melvin, he appeared in "An Enemy to the King," with E. H. Sothern. Now he is Walter Wellman's partner in the America enterprise.

Had things gone right, the America would have been shipped on the Touraine. But the cargo containing the envelope was too large, and was therefore shipped on the Oceanic.

"I think," said Mr. Vaniman, "we have at least a chance, and a fair chance, of reaching Europe. According to the observations of the United States Weather Bureau, the winds on the Atlantic during August are, as a rule, westerly, with but few storms, and those parallel to the course we intend to take. The advantage from the wind should be ten to twelve miles an hour, and even if the airship were allowed to drift it should reach Europe in twelve days."

Expect to Cross in Four Days. "But with the force we can command we should make thirty miles an hour—or even, at intervals, as many as fifty. This should take us across the ocean in four days, or at most six.

"The danger will be infinitely less than that which we encountered in the Arctic regions. We shall be constantly within reach of passing steamers by wireless, while, even if we have to take to the water, thanks to our lifeboat, which is practically unsinkable, we shall incur no very serious risk.

"One of the troubles which we had to overcome was the non-existence of a sextant, which could be used for taking accurate aerial observations. I think I have now invented an instrument which will serve our purposes.

"With the exception of the Zeppelins, the America is the largest dirigible yet constructed. And it has the advantage of being able to lift probably twice as much net weight as the Zeppelins, though it has only about half their volume. The America, with 10,000 cubic meters of hydrogen, is powerful enough to lift six tons.

Chief Difficulty of Airships. "The chief difficulty against which airships have to contend is the effect which changes of temperature have upon the lifting power of the gas. To cross the Atlantic the airship should have the smallest possible supply of gas compatible with the lifting power sufficient to carry the necessary fuel, with the crew and equipment, for a journey of 3,000 miles."

Mr. Vaniman does not share the widespread belief that Germany has outdone all competitors in airship construction. "In Germany," he said, "they have three types which have had considerable success. The rigid system, of which the Zeppelin is the principal type, has not been copied by any non-German country or airship constructor in Europe. The cost is about four times as great as with other systems, and in case of a forced landing, where the airship is not able to find shelter, the complete destruction of the rigid dirigible is practically certain.

Other Types of Airships. "The non-rigid airship, of which the Parseval is the German type, has not proved itself superior to any other type. "The semi-rigid type, of which the Gross is the German type, is a copy of the French semi-rigid airship, of which the Lebadou is the type adopted by the French military engineers. This type has been studied and copied in Russia, Germany and England, but it has not yet been improved.

"The aeroplane is being rapidly perfected because it is in the hands of thousands of capable and trained engineers and inventors, and because the cost of a trial of a new type or some new idea is a bagatelle compared with the cost of a single trial of an airship.

"The America, in which we hope to cross the Atlantic, is of the semi-rigid type, but differs from the French airships in many essential features. It was built to work over ice fields or seas, and not over land, and for distance rather than speed. It was so constructed that it could be easily taken to pieces and transported.

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HEWITT WILL RUN FOR SENATE AGAIN. HULL, August 20.—All indications point to the nomination of former Senator Hewitt as the Republican candidate for the senate from West Hawaii. He was defeated, two years ago, by Senator Baker, but will make a harder fight for reelection this year. His former defeat was mainly due to his own apathy. It is stated that he is particularly interested in land and immigration matters, which he will discuss on the stump.