

CANNOT GRANT OIL MONOPOLY

Demand by Associated Company Denied by the Harbor Commissioners.

(From Thursday Advertiser)

Just what the board of harbor commissioners would like to do and what Attorney General Lindsay considers legal for them to do are two different things, as was demonstrated yesterday afternoon at the regular weekly meeting. Walter Buck, representative of the Associated Oil Company, persisted in his recent request for a guarantee of the exclusive use of the government oil pipe line and satisfactory protection should another company ask permission to run their oil through the same line. Buck maintains that two companies cannot use the same line, alleging that the grades of oil used by different companies are not the same quality and will not mix.

Either a guarantee that the Associated Oil Company will not be disturbed in its use of the pipe line by a rival company or that in case another company applies for use of the line, a new line will be built for the oil company by the harbor commissioners, was a part of Buck's demand. He further suggested that a skilled man should be in charge of the valves and oversee the filling of the steamers, the harbor commissioners to pay the man's salary.

Chairman Bishop raised an objection to this on the ground that as long as the Associated Oil Company was the sole user of the line, they should supply a man to look after the oil, as the waste would be immaterial to the government. Buck then dropped his argument for a skilled overseer and took up the question of a guarantee.

Commissioner McStocker said that the attorney general had ruled that the board of harbor commissioners could not create a financial liability such as giving a guarantee protecting the Associated Oil Company's exclusive right to the government oil line.

The commissioners were willing to give this guarantee, they said, but were unable to do so under the attorney general's ruling and could not guarantee the Associated Oil a new pipe line in case another company should ask to use the present line.

"Any applicant," said Commissioner McStocker, "for the use of the pipe line will be examined and will have to prove that he has the business to warrant the use of the line before a license will be granted him. This does away with the small oil dealer who might otherwise cause trouble for the Associated Oil if he were granted the privilege to use the line with your company."

In spite of the fact that the commissioners favored his wishes, but were powerless to grant them, Buck was not willing to compromise by taking the word of commissioners that should the occasion arise, the Associated would receive prompt attention and protection. He replied to this with a shrug of shoulders and said:

"The legislature should make some new laws and give the harbor commissioners more power."

The discussion was closed when Buck said he would take the matter up with his company and talk with them again.

Lack of funds, has caused a suspension of the repair work on the Honolulu wharves, Nuuanu, Kinohiwa, Oahu and Mauna Kea, and nothing more will be done until Chairman Bishop has taken the matter up with Governor Frear and arranged for more money. The allotment has already been overdrawn and the commissioners did not want to incur any more obligations until money had been provided to meet them with.

PRESS CLUB PROPOSES TO WIDEN ITS SCOPE

With practically the entire membership present, the Honolulu Press Club enjoyed an excellent dinner at the Palm Cafe last night and held a meeting at which steps were taken toward enlarging the present scope of the body as regards membership.

President Dan Logan presided and named a committee which will draft a plan for the changes deemed necessary in the constitution and report at another meeting of the club to be held within a few days. If the proposed plan of reorganization goes through, the club is expected to forge rapidly to the front as an organization.

It having been called to the attention of the club that Hamilton W. Mabie, associate editor of The Outlook, would arrive in Honolulu this morning, a committee composed of Phil Danke, Riley Allen and Daniel Logan was appointed to welcome the distinguished visitor on behalf of the club.

The dinner wound up with a trial of E. P. Irwin on the charge of being a perpetual grouch. W. L. Sabin represented the government and Alexander Hume Ford was appointed counsel for the defense, whereupon the defendant immediately entered a plea of guilty.

The presence of William Bevis who, like the Greeks, "came bearing gifts," was much appreciated.

PETITION THE COURT TO DISPOSE OF INFANT

William W. Gunn, and his wife Lily, asked Judge Whitney in the circuit court yesterday for permission to dispose of their daughter Elizabeth, three months old, to Daniel Maunakea who, they state in their petition, is desirous of adopting the little one, conferring on the child all privileges and rights of inheritance, and asks in return that he be given the right to enjoy the custody, company and society of the said child, which heretofore and for all time, except from any claim, right or demand on the part of the parents.

The parents set forth in reason for their desire to part with the infant.

CAPE HORN DAYS ARE NOW NUMBERED

Remarkable Trips of the Bark Foohing Suey and the Ship Edward Sewall.

The bark Foohing Suey left the Islands for Delaware Breakwater, May 15, the Edward Sewall, May 19. The former reached its destination October 1, and the Sewall October 4, both ships remaining between three and four days apart throughout the entire voyage. This is a remarkable showing, as the two vessels are distinct types of sailing craft, the Sewall being one of the largest full-rigged ships in the American merchant marine.

Both carried Hawaiian sugar to the Atlantic seaboard. While the Foohing Suey may carry another load of sugar around the Horn, the Sewall will not again be chartered, as the additional output of sugar can be handled in the American-Hawaiian line of steamers via the Tehuantepec route, and in another year the Panama Canal will be available for shipments from the Hawaiian Islands to the Atlantic, thereby eliminating the long voyage around Cape Horn.

The days of the "round-the-Horn" shipments are numbered, although for nearly a hundred years New England and the Islands were connected by way of the Horn.

Progress Bad for Fish.

The fish which cruise around in the old Bishop wharf slip are feeling the effects of progress these days, for the later-Island company, in blasting out the coral to make room for the proposed floating merchant marine drydock, is killing fish by the myriad. The company can't help the slaughter, because the fish insist on making use of the slip, although they have the entire harbor in which to play and find daily meals, as well as the open sea.

The old Bishop wharf shed has been removed, the wharf flooring is out and the blasting and drilling machine is constantly at work preparing the blasts which dislodge huge banks of coral.

Much of the material for the drydock is on hand.

A Commanding Seamark.

One of the most commanding seamarks in the towering floating crane for the Pearl Harbor naval station, whose upperworks are being assembled in the naval slip opposite the naval station. The huge girders are being raised and capped, the rattling of the air riveting machines being heard from morning till night. The crane will be completed in about two months, at which time it is expected the power machinery will be on hand and ready for installing. When finished the crane will be towed to Pearl Harbor. The crane is one of the largest ever built for the American government.

Melancthon Sold.

The old hulk Melancthon, which has been tied up at the army engineer's wharf for nearly a year, has been sold to C. H. Brown of the Honolulu Scrap Iron Company. Mr. Brown will dismantle the hulk and get the best of the wood, as well as the brass, copper and other metal out of her. The Melancthon sailed into Honolulu harbor many years ago and was kept here as there appeared to be no particular use for her services in any other part of the world. She has played a humble part in the rebuilding of the naval station at Pearl Harbor.

Commencing New Wharf.

With the commencement of the removal of dirt from the site of the proposed bulkhead wharf site the harbor commission is getting a work under way which will be the most ambitious scheme for the improvement of the waterfront yet undertaken. The dredger has been at work on the harbor line near the foot of Fort street, while the earth is being removed from the outcropping opposite the Alakea wharf. The bulkhead wharf will occupy a very large area, the major portion of which is to be devoted to cargo space, where the largest vessels with the largest cargoes will have no difficulty in finding room for the entire amount.

In the past two years there has been a vast improvement on the waterfront, several new wharves having been added or alteration made to secure the best results. The Richards-street wharf is an entirely new wharf. The old Hackfeld wharf was made over and lengthened as to shed to accommodate the rapidly increasing trade of the Matson line, although the company still has to shift from wharf to wharf to find room for all its cargoes, some vessels bringing as high as six and seven thousand tons at a time. The old Mauna Loa wharf has been removed; on the site will be erected one of the finest wharves in the Islands. Other wharf improvements are to be completed in the near future along the later-Island chain of wharves, some being lengthened and others being additions to replace wharves which had rotted and were condemned as unsafe. The Oahu Railway company is making many improvements on their private wharves, where all the American-Hawaiian freighters discharge heavy cargoes. The United States war department has installed a reinforced concrete wharf at Fort Armstrong for the use of the mine planters and other small craft of the kind.

Crew Loses Its Job.

The former crew of the United States lighthouse tender Kukui, wanting more holidays than the government could allow them, are all out of a job, and the Kukui has been sailing the seas around the Hawaiian Islands since election time with a new crew. The Kukui was scheduled to sail on a cruise at seven o'clock the night of November 5. The crew did not evince a desire to leave town while the important business of counting ballots was in progress, so they remained ashore to learn the results of the election. They also lost their jobs.

Little Left of Kikikat.

The American barkentine Kikikat, which went on the rocks at Honolulu, near Hilo, November 9, has gone to pieces and little has been left for salvage. The number and chains are reported to be old and the brass work and other metal was not obtainable.

Made A Race Half-Way Around World



from the hull during the time she was pounding away under the eel down which Colonel Samuel Johnson worked his way at the risk of his life to save the crew.

Liner in Today.

A big liner from San Francisco will reach port this morning, the T. K. K. steamship Chiyo Maru. The Chiyo Maru has a large list of through passengers, among them being Hamilton Wright Mabie, the associate editor of The Outlook, who is a classmate of Judge Sanford B. Dole, Williams College. The Chiyo will leave for Orient ports at five o'clock this afternoon.

Navajo Out Today.

The United States naval tug Navajo will leave for Hilo today with Admiral Cowles, commandant, aboard. The vessel will be away from Honolulu about a week. The admiral will probably visit the crater of Kilauea while the tug lies in Hilo's spacious harbor.

A Globe Trotter Record.

Hackfeld & Company, agents for the Hamburg-Hawaiian line, which is sending the steamship Cleveland around the world, have received the following from the New York office:

"Since a belt line has been established around the world by pleasure cruising ships, some unique globe trotting records have been established. The famous eighty-day trip of Jules Verne's 'Plineus Fogg' has become a common place. The lure of the globe trot has led one traveler to circumnavigate the globe three times in a single year. The multiple globe trotter, O. F. Van Deusen, joined the Cleveland, of the Hamburg-American line, at Naples last fall on her eastward world cruise. On reaching San Francisco, he immediately booked for the return trip, sailing a week later. The cruise was already sold out, and a special stateroom was built to accommodate him. On reaching Honolulu, Mr. Van Deusen cabled to his wife to join him in New York and take passage for a third trip around the world on the Cleveland, sailing November 12. The three cruises will carry this globe trotter some 75,000 miles in a little more than one year, doubtless a new globe trotting record. Incidentally, Mr. Van Deusen in his eastward trip will have gained two whole days on the calendar.

Wilhelmina on the Way.

Castle & Cooke, agents for the Matson line, were notified by cable yesterday that the Wilhelmina had left San Francisco yesterday on time enroute for Honolulu. For this port the flagship has 3091 tons and for Hilo, 2005 tons. The liner is due here Tuesday morning.

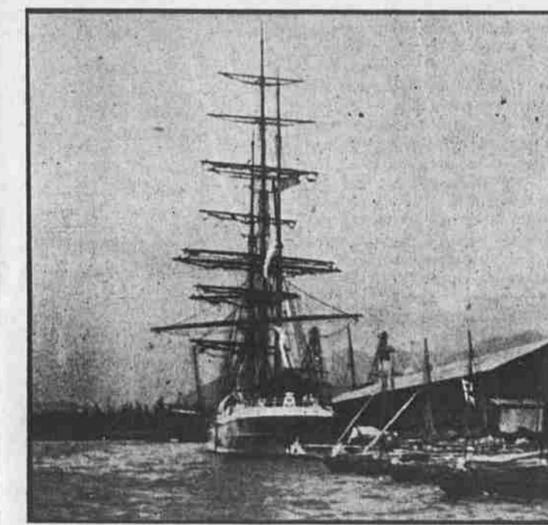
World Girdler Each Month.

Albert Ballin, chairman of the board of directors of the Hamburg-American line, announced at the close of a conference of high officials of the line in this city yesterday that it had been decided to extend to the west coast of the United States the passenger and freight service of the line which for many years has been in operation between Europe and the Far East, says the New York Herald of November 1.

Scheme of Extension.

The scheme of extension at present contemplates only a single addition to the existing service between Europe and the Far East. One steamship every month will leave Hamburg, and after calling at various Chinese and Japanese ports will proceed across the Pacific Ocean to Honolulu, Vancouver, Portland, Seattle and San Francisco. It was stated, however, that while only one steamship a month will be put into the new service for the present, it is intended ultimately to put many more vessels on the same run. The number will be decided upon after the original extended service has been in operation for a year.

George Giese, general manager of the Hamburg-American Far East department, was present at the conference, and today will leave New York for San Francisco to make arrangements there and at the other Pacific ports for the beginning of the service.



The American ship Edward Sewall, (top) and American bark Foohing Suey, (bottom) which sailed from Hawaii an Islands four days apart and reached their Atlantic destination in the same relative time.

The steamships which will be assigned to the service will not be especially large or fast, as the primary purpose will be to carry freight. Passengers in a limited number will be booked, however, and should the new service cause a demand for greater passenger accommodation the demand will be fully met.

It is possible in the event of the new service proving eminently successful that its steamships may eventually return to Hamburg from the Pacific Coast by way of the Panama Canal.

Broke All Records.

SAN PEDRO, November 1.—The American-Hawaiian steamer Nebraska has broken all coast records for amount of cargo discharged within twenty-four hours, according to news received from Sullina Cruz this morning. The steamer discharged 6500 tons of Hawaiian sugar at the Mexican port. This was possible owing to the modern devices on the steamer for handling cargo.

Shipping Notes.

The bark Albert is loading a shipment of 750,000 feet of lumber at Columbia river ports for Honolulu.

The Matson steamship Honolulu which left Honolulu November 13, reached San Francisco on Tuesday. The Enterprise leaving Hilo November 12, arrived at San Francisco yesterday.

The Tenyo Maru, which left Yokohama on time, is due here November 25. Castle & Cooke, the local agents, have not yet been notified as to the amount of cargo the liner is bringing to Honolulu.

The Matson steamer Hiloian, due on Monday from Seattle and Tacoma, has 1500 tons and 320,000 feet of lumber for Honolulu; 275 tons and 2000 feet of lumber for Kahului; 50 tons and 20,000 feet of lumber for Kaunapali and 250 for Port Allen. For Hilo the vessel has only sixty tons of general merchandise.

Privates Morris H. Walker, Troop I, Fifth Cavalry, and Joseph H. Keene, Troop M, Fifth Cavalry, now casually in this city, have been detailed on temporary special duty at department headquarters.

FOR THE GOLFER.

For soreness of the muscles, whether induced by violent exercise or injury, there is nothing better than Chamberlain's Pain Balm. This balm also relieves rheumatic pains. For sale by Benson, Smith & Co., Ltd., agents for

TOURIST CENTER IS LOS ANGELES

Word Received Is That Many of the Visitors There Will Come Here.

A. M. Culver, agent of the Oceanic Steamship Company at Los Angeles believes that the heaviest winter tourist business Honolulu has ever seen will come during the next six months. Writing the promotion committee from Los Angeles, Mr. Culver says: "The prospects for travel to Honolulu are very fine. I am at present holding reservations for a great many Los Angeles people. Also a great many Eastern people will stop in Los Angeles and then make the trip on to Honolulu."

"As you perhaps know, I have just returned from a four months' sojourn in Europe and I would say that I saw the best they had to offer, and yet I think that the Hawaiian Islands have all other places beat."

"Mrs. McCann, president of the Friday Morning Club, in this city, who has traveled all over the world, in answer to a question by a representative of the Los Angeles Times as to which place she considered the most beautiful in the world, said: 'In all my travels I have seen nothing to compare with the Hawaiian Islands.'"

Secretary H. P. Wood, of the promotion committee, who returned yesterday from a trip to Kauai to investigate its roads and hotel accommodations, is full of enthusiasm about Kauai, which he says can be made a tourists' paradise.

"The roads are being put in the finest shape for automobile and with some improvements as to accommodations for guests we can safely notify tourists that they should by all means visit the island and see some of its wonderful valley, canyon and cliff scenery. We went to Nawiliwili and then to Waimea, where we were met by Mr. Spitz, and under his guidance we looked at the Waimea canyon. Bonnie took some splendid photographs, one being a panoramic view. He remained to get some more views of Hanalei."

"One of the results of my trip is that I will recommend to the promotion committee that we arrange a series of lectures on the various islands of the group to be delivered at intervals here, and, if arrangements can be made in the Young Hotel. First there could be an evening for Kauai, with stereopticon and motion picture views, describing the scenery one would see on a trip across the island, including the barking sands."

"Then another night could be devoted to Maui, another to Hawaii and another to Oahu. There is a large amount of descriptive matter about the islands which I am sure would be relied by tourists, and as many kamaunas have not seen all the islands this would be an excellent opportunity for them to brace up on their knowledge."

WILL IMPROVE THE LIBRARY GROUNDS

The Outdoor Circle of the Kiloana Club is studying the grounds surrounding the new Library of Hawaii building with a view to preparing it for lawns, trees and shrubbery. Mrs. A. Lewis, Jr., and G. P. Wilder studied the grounds yesterday. One of Mrs. Lewis' recommendations will be the early removal of the iron fence and stone wall on the Likelike street side of the capitol grounds with a view to making the capitol and the library grounds all one, thereby bringing the library building into the area of the public buildings already constructed.

Turning Once More Toward Spain For Our Immigrants

Negotiations are under way between the Territorial board of immigration and the Spanish consul in connection with securing at least one, and possibly two, more shipments of immigrants from the sunny land of Spain as laborers, workmen and settlers here.

At a meeting of the board of immigration held last Monday this was one of the questions discussed and considerable correspondence was considered. A report from the Spanish consul in regard to the conditions which he had found on the various sugar plantations he had visited during a tour of the Islands was received.

In his report the consul declares himself as much pleased with the conditions he found prevailing, as a rule, but made a few suggestions of a minor character affecting the daily life of the Spanish laborers, suggestions which would tend to make the men more contented with their situation.

These suggestions will be embodied in a general letter which will be sent by the board to all of the plantation managers, and they are reported to be so simple and practical that they will undoubtedly be generally adopted. One of them is that the men be given a little more time in the early morning to eat breakfast, according to their custom at home in the Old Country.

The determination of the commissioners of immigration to once more turn to Spain and Portugal for immigrants is something of a surprise following the failure recently to secure transportation for those at Gibraltar who would come here; but it is now declared that this problem can be solved without much trouble. Immigration Agent Brown, now in Europe, has been communicated with and will leave Russia at once to take up the work in the south.

A cablegram received yesterday from Dr. Victor S. Clark, who is in Craeow, Austrian Poland, states he will leave for home at once and hopes to reach New York on December 4, and to sail from San Francisco on the steamship Sonoma, reaching here December 23.

"HIGH CHIEF OF OAHU" CANNOT READ THIS MYSTERIOUS LETTER FROM STRANGE COUNTRY

Showing the sad need of publicity regarding the Hawaiian Islands in some parts of benighted Europe, Governor Frear has received a letter, apparently from some official of a European country, addressed to "The High Chief of Oahu, Sandwich Islands." The address only is intelligible, the remainder of the letter being in a language which no one at the government building has been able to read, although the letters bear some resemblance to the German. The letter is written on heavy official paper and one of the words looks like

it might be meant for coconut indicating possibly that the writer wishes to enter into trade relations with the "High Chief of Oahu" and is willing to barter something "made in Germany" for coconuts. It appears that this is not the first letter which the Governor has received addressed to "The Chief of Oahu of the Sandwich Islands," and the matter may be called to the attention of the promotion committee with the request that it endeavor, through publicity, to inform the Continental public as to the true status of the Islands.