

MILL ENGINEERS OCCUPY SESSION WITH INVENTIONS

Railroads, Rust, Flumes That Run Up Hill and Other Devices Considered

EVAPORATOR CONSTRUCTION AND THEORY ALSO A TOPIC

All Subjects Are Debated By Sugar House Experts Now In Convention

PROGRAM FOR TODAY

8:30 a. m.—Second meeting of the convention at the library. Subject a discussion of Milling, 8:30 to 11 a. m.; clarification, 11 to 12 p. m.; 1:45 p. m. A special train will leave at this hour for the Pearl Harbor naval station direct, to allow the engineers to inspect the machine shop equipment at this place. Return trip will be made when convenient to the members and at a time which will not interfere with the regular schedule of the O. R. and L. Co.

The third annual convention of the Sugar Mill Engineers at the Library of Hawaii was called to order by Chairman Renton Hind at nine o'clock yesterday morning, and real work began at once, without any preliminaries. The first report considered was that of F. F. Bechert, chairman of the committee on cane transportation and field machinery.

Horace Johnson explained, in answer to a question that the portable gas engine used for hauling cane up out of the gulches either operates cars or sleds. Renton Hind discussed the zoology of engineering by making a comparison of the work of the caterpillars and axes, the time element being much in favor of the caterpillar.

Railroad Cheapest Transportation

C. B. Gage opened the debate on the relation between the means of transportation and its cost, stating that in all cases where the volume of cane per acre is large railroads have been found to be the cheapest. F. F. Bechert agreed that the "yield per acre has a good deal to do with it, but that the railroad is the best means for handling cane where yields are large.

Mr. Gage spoke of the lack of uniformity of track gauges on the different plantations. There is probably more 36-inch track than any other size. On Kauai all plantations but one use 30 inch, and that one exception has 20 inch gauge. Other sizes are 24, 30.5 and "standard."

A Man's Size Counts

"Where the laborers are mostly small men, as they are in Hawaii, the weight of the portable track sections must be considered. Two men can easily handle one section of 30-inch track, but with 36 inch there must be three or four men. There is very little difference in cost of construction of the lines, in the grading that must be done or in length and cost of ties. The labor supply, or the average stature of the laborers, is really the controlling factor.

Fighting Rust and Decay

"Not enough attention is paid to keeping the iron parts of cane cars free from rust. At Lihou all small parts are galvanized." Mr. Lynch mentioned the Kahului railway methods. All iron parts of cars are cleaned with the sandblast and paint is put on with the spraying machine. Two men working with these tools can overhaul one freight car a day where it used to take four or five men a week, he said. Mr. Winter of Lihou said he cleans all bolts with the "tumbling bars." Every car is overhauled at the end of each grading season. He uses no paint except in making joints. Renton Hind said it would pay the plantations to give more attention to the care of their rolling stock.

Flume That Works Up Hill

The Hind-Gage "dry flume" was given considerable attention. The "dry flume" is a framed unit 20 feet long, a square trough holding an endless belt carrier. Each unit has its own motor drive and the carrier runs at a speed of 300 feet per minute. The units, complete, weigh under 200 pounds and are of the same size as length of flume. E. E. Wilson said that in a trial at Pahala five lengths of "dry flume" took all the cane five men could give out.

Labor Problem Important

"It is a labor proposition," he said. "Just now we have plenty of labor, but the day will surely come when the supply is less satisfactory, and it is well to begin to get ready to meet some of the obvious difficulties. The chief trouble now is to get the cars

R. RENTON HIND CHAIRMAN OF HAWAIIAN ENGINEERING ASSOCIATION

Chairman of Hawaiian Engineering Association, Who is Presiding Over Convention Now in Session in Honolulu

lender or to harvest cane where it has to be packed on hills. On level land or harvesting above a flume any kind of labor can do it, but to lift it we must have "bumpers"—laborers who are physically strong men—to stand the strain. This is where a mechanical flume is going to be available."

Mr. Hind said another problem is to lay the cane straight on the cars in the field. The problem could be simplified by the whole problem could be simplified by chopping the cane into short lengths as it is cut. R. S. Norris said there would be danger of its scoring, and much cane would be lost in transit to the mill.

New Paila Evaporators

J. Meinecke then read J. P. Foster's report on the new Paila quadruple of feet. The first question raised was of the length and diameter of the tubes. Charles Cowan said short tubes are better than the long ones. W. G. Hall said the factor controlling the length of the tubes is again the fact that the laborers are short in stature. The average laborer cannot clean a tube 66 inches long unless he has mechanical aid. "I there were only some sure way of cleaning them we would rather use a five-eighth-inch tube. Big tubes have a 'cold core'—that is, the liquid next the metal is hotter than in the center."

How to Clean Tubes

This lead up to the question of the best way to clean the tubes. After soaking first with "herb" or dilute formic acid, or other weak acids, and then with caustic soda was held to be the best nonmechanical method of loosening scale. Horace Johnson said engineers must give enough steam to do this work as "time and the strength of the caustic solution used" are the important things.

Mechanical Cleaners

Doctor Norris thought a dismounting of too long tubes was the water flume that forms on the steam sides. P. Meneshaet has used a wire brush for cleaning the tubes. The brush is revolved by an air motor. He has used this method for ten years and in that time has made only a few tube replacements, perhaps half a dozen, all agreed with Mr. Hall on the evaporator being primarily a "steam-saver." "Its use is primarily to get rid of the water and the loss of heat in the drainage water from the different cells is unimportant," he argued. Mr. Hall referred to the loss of heat where the temperature varies in the different cells and still held that the quadruple effect is primarily intended to economize steam.

Steam Saver's Va. Evaporation

R. S. Norris called W. G. Hall to account for the position taken last week at the chemist's convention on "what an evaporator is for." He disagreed with Mr. Hall on the evaporator being primarily a "steam-saver." "Its use is primarily to get rid of the water and the loss of heat in the drainage water from the different cells is unimportant," he argued. Mr. Hall referred to the loss of heat where the temperature varies in the different cells and still held that the quadruple effect is primarily intended to economize steam.

The Drainage of the Cells, Previously Discussed at the Chemist's Meeting, and its Relation to Economy of Heat Again Brought Out Much Difference of Opinion

Most of the engineers favored using separate pumps without being able to explain just why except that it increases the capacity of the four cells. Ammonia Pipes Provision for removal of the non condensable gases elicited much debate. W. Ebeling said the use of ammonia pipes to draw out these gases maintains a circulation of vapor and increases the capacity of the cells 20 per cent. The gases are heavier than water vapor and if they are not drawn off, "dead spaces" form. The escape pipes should connect the bottom of one calandria with the next cell two-thirds of the distance up.

W. G. Hall attributed the loss in efficiency where the gases are not re

FRED L. WALDRON LTD. IS APPOINTED AGENT FOR GREAT NORTHERN

Hill Line. At Eleventh Hour, Abandons Idea of Own Hawaii Office

There will be no Hill agency established here for the Great Northern Pacific Steamship Company. The Honolulu firm of Fred L. Waldron, Ltd., has been awarded the agency instead.

This information, while not official, was obtained yesterday in reliable and well-informed circles, and it was said that confirmation would be obtainable by advices coming in the Tokyo Maru which arrives Friday.

Fred L. Waldron was asked if the report was correct. All Mr. Waldron said to say was this:

"We have received no official advice to this effect."

The news will come as a surprise in shipping circles, for it was generally understood that the Hill Line would maintain its own agency. This impression was gained by receipt of a wireless from E. A. Berndt more than a week ago, saying, "will have own local agent."

Selection of the firm of Fred L. Waldron means retirement for H. Hackfeld & Co. It is known that the Hackfeld and Waldron firms have been seeking the agency, but it was presumed neither would get it, the Hill people preferring to maintain a bureau of their own.

It has been rumored that the Hackfeld offer held possibilities of freight and under that impression many thought that firm would obtain the agency, as Mr. Waldron was thought to have made only a straight bid.

If the Waldron firm obtains the agency it will receive many bookings for the first trip of the Great Northern from Honolulu to San Francisco, it is thought, for there have been many inquiries about accommodations.

SEVEN ON BIG ISLAND ILL FROM POISONED WINE

A wireless yesterday afternoon to the Star-Bulletin from Hilo stated that seven Japanese at Oukala were suffering severely from what appeared to be the effects of poison. A Japanese has been arrested and is charged by the police with putting Paris green in wine which the seven drank. The grand jury has been recalled to take up the case.

moved to the insulating effect of the ammonia. E. Kopke thought the specific gravity of the gases a ruling factor. R. S. Norris said specific gravity had nothing to do with it. The gases collect in "pockets" which may be high or low. Removal of the gases by way of the drainage pipes is not an efficient method. Other means must be adopted, he said. Mr. Baker called attention to the fact that these gases are hot when they come from the evaporator and asked whether this heat could not be saved.

The Ewa Evaporator

Renton Hind described some new features of the Ewa evaporators which he built without a neck so that the top can be lifted off, making repairs more convenient. G. F. Renton, Jr. described the new entrainment trap now being tried out at Ewa.

The Engineers thought the Armstrong safety piston an unnecessary invention

for dry vacuum pumps as water coming through the condenser can be handled by drainage chambers. The convention then adjourned until 5:30 o'clock this morning. The program for yesterday afternoon included a visit of inspection to the automatic elevator exchange of the Mutual Telephone Company and many of the visiting engineers availed themselves of the privilege.

Yesterday afternoon the engineers were guests of the Mutual Telephone Company at a central station in Alana Lane, where the conventionists inspected the automatic telephone equipment of the corporation.

Last night they and their ladies attended the Teal performance at the Bijou.

Engineers in Attendance

The following engineers are attending the convention as delegates: G. C. Herkes, J. Chalmers, J. Greive, Jas. Nicoll, W. Duker, J. G. Smith, R. S. Norris, E. Kopke, Charles Cowan, R. Hind, E. W. Greene, W. G. Hall, J. S. K. Cushingham, Horace Johnson, J. F. Winter, F. F. Bechert, W. J. Kruse, George Osborne, G. H. Hallen, G. W. Cunningham, A. Englehard, T. Murray, A. H. Case, H. E. Starrett, J. Beneto, W. P. Alexander, J. L. Renton, J. B. Lasing, E. J. Nell, F. Loehr, H. S. Walker, F. W. Macfarlane, J. H. Mooplar, J. P. Lynch, W. A. Kinney, W. G. Pillar, A. Kraft, W. A. Westcott, John Muller, L. Lau, L. A. Hicks, R. M. Goo, O. E. Olsen, G. P. Della Nux, C. E. Wilson, J. H. Pratt, J. Meinecke, J. C. Plankinton, H. P. Agee, R. S. Peck, H. Waldron, S. T. Gary and R. W. Andrews.

Treat For Engineers

The Second Infantry orchestra has been secured by the engineering association and the visiting engineers for their banquet at the Commercial Club next Thursday, and the evening will be enlivened by a program entitled "A Little Shafter Fan," perpetrated by friends from the post, which the following attractions will appear:

1. The Orchestra Plays a Piece, "Farmer Bungtows."
2. Hiram Ties Himself Into Knots.
3. The Slip-Horn Player Gets a Chance in "Knockout Drops."
4. The Miller and the Mule Will Do Something.
5. "Hiram Birdseed" will speak a few words.
6. The Orchestra will struggle with "Ah Siu."
7. A little Black and White.
8. Our Musical Wonder Appears.

WELLINGTON KOO: A BOY IN YEARS, MAN IN WISDOM

Reporter Who Knows Him Writes Impressions of New Minister To America

SUAVE AND IMPASSIVE, HE BENDS ALL TO HIS WILL

Disarms Verbal Probing So Neatly It Is Imperceptible For the Time

(Associated Press by Federal Wireless.)

PEKING, October 25.—Dr. V. K. Wellington Koo, the newly-appointed minister to Mexico, will not be long at his new post, if at all. He has just been appointed minister to the United States, succeeding Minister Kai Fu.

There probably is consternation at Columbia University these days, and it comes from the habit of Yuan Shih-kai, president of China, in making ministers of young men just out of college. For Dr. V. K. Wellington Koo will have to be addressed, as "Mr. Minister" or something of that sort, when he returns to his alma mater, and he given a seat among the notables at the dinners, and he sought after by the regular newspaper men and the women reporters who write personal impressions of the famous along their "My Visit to the Emperor" style.

Doctor Koo is Columbia's infant prodigy. Associated Press dispatches yesterday brought the word that he was named as minister to the United States, a minister of the republic of China to the American republic. Doctor Koo is twenty-nine years old.

Friends of Napoleon who found him commander of the Army of Italy at twenty-six would know how to sympathize with Doctor Koo's old mates at the university. They perhaps are only faintly started at the uphill climb; they are known to the heads of the firms as young men who will bear responsibility—some day; they have married and live in unpretentious homes in the suburbs or in sizable apartments uptown—and they will wake up this morning to find their classmate the accredited representative of the largest republic in the world, a young-old man of statecraft, a finished diplomat, a politician, and perhaps of national destinies as well—and all this at twenty-nine.

It was startling enough when Doctor Koo passed through here in the steamer "Seria August 22 to find that a twenty-nine-year-old man was a minister of any kind at all, but it is more startling to find him filling the position in which that prince and master of statescraft, a finished diplomat, a politician, and perhaps of national destinies as well—and all this at twenty-nine.

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MAY CALL A HALT ON SERB INVASION

Teutons and Ally. By Opening Way To Capital. Have Accomplished Aim

(Continued from Page One)

charest announces that the Serbians who have been holding the Danube front, east of Semendria, have been forced to fall back and that the Austrians have crossed into Serbia here by way of the Ostokale Island.

By gaining possession of the south bank of the Danube a new free passage through Bulgaria has been gained and already preparations are on foot to throw large supplies into Turkey by this route. At Orsova, on the Hungarian bank of the Danube, a fleet of fifty river boats has been assembled and loaded with ammunition and supplies. As soon as it is certain that the Danube has been cleared, this fleet will be started, the supplies to be transhipped at some Bulgarian river port for Constantinople.

PLOT TO DESTROY SHIPS LAID BARE

NEW YORK, October 25.—Confessions made by Robert Fay, who was arrested yesterday, learned of late day, bring proof of an ingenious plan fostered by the German secret service to sink ships carrying men or supplies for the Allies from American ports.

Fay and a man named Schole, who has been found to be a relative, were arrested by the federal authorities on Sunday at Grantwood, New Jersey. When arrested they were testing peculiar types of explosives.

Fay has confessed that he is a German lieutenant and says he is in the United States to experiment with an explosive machine which, he admits, is intended to attach to the rudder of a vessel. The propeller, striking the explosion intended to sink the ship.

He says the plan has been devised to delay the shipment of munitions from the United States. It is believed that others are implicated in the scheme. He said that the German secret service arranged for his trip here.

Fay asserts that the advisability of using the device was left to the German military and naval authorities in the United States. He said that Capt. Fritz von Papen, the military attaché of the German embassy in Washington, and Captain Boy-Ed, naval attaché, refused to permit the use of the device in the United States, but that its use in Canada depended upon developments.

The explosion would be timed to occur when the ship was half a day out at sea. Today Dr. Herbert Kreinze, said to be associated with Fay and Schole, was arrested and charged with plotting to destroy steamers. He was held in \$25,000 bail.

BOMBARDMENT OF SWISS TOWN SADDENS GERMANY

BERNE, October 25.—Germany has expressed regret for the bombardment of Chaux de Fonds and has offered to pay indemnity for the damage done there recently by a German airplane. This was announced here by the Swiss Government last night.

The regret was expressed in a communication from the Imperial Ministry of foreign affairs. The German man is quoted in the message as saying he bombarded Chaux de Fonds in mistake. He lost his way, he says, and believing himself over a French town, loosed the bombs which destroyed property in Chaux de Fonds.

Despite this explanation the aviation "Chaux de Fonds is about ten miles from the Swiss France border.

ENVOY GUTHRIE AND ISHII DISCUSS YUAN SHIH-KAI

(Special Cable to Hawaii Shipway) TOKIO, October 25.—United States Ambassador Guthrie and Baron K. Ishii, minister of foreign affairs, had a long conference today over the situation in China. It is said the bearing of Yuan Shih-kai toward the monetary system of government was the chief feature discussed.

By Mr. Guthrie from Manila, October 25. Mr. W. G. Hall, Mrs. W. H. G. and friends, Mrs. A. Valentine, Mrs. E. J. Salva, William Thompson, Mr. P. E. Trotter, Miss A. M. Trotter, Mrs. Matsunaga, J. R. Lough, Mrs. J. Farrell, Mr. Smith and wife, Mr. Yamamoto, F. A. Hansen, O. H. Smith, A. Fried, J. Kuramoto and wife, Henry Moniz, J. F. Rocha, Solomeo Nicholson, Frank Nicholson, A. Kurokawa.

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MARINE INTELLIGENCE

By Merchants' Exchange

Hilo, Sailed Oct. 21, 8 p. m., str. Hilonani for San Francisco. Vancouver, Arrived Oct. 21, str. Makura hence Oct. 15.

Midway Island, Sailed Oct. 21, 3 p. m., str. S. S. Irons for Honolulu. San Francisco, Arrived Oct. 22, 4:30 p. m., str. Enterprise from San Pedro. San Francisco, Sailed Oct. 22, str. Glendale for Honolulu.

Sydney, Sailed October 23, str. Sonoma for Honolulu. Hilo, Arrived October 20, bkt. M. Winkelman from Gray's Harbor.

Port Townsend, Arrived, Oct. 23, str. Prosper from Hilo, Oct. 2. San Francisco, Arrived, Oct. 23, U. S. S. Samuel Ringgold, hence Oct. 12. San Francisco, Sailed, Oct. 24, str. El Segundo, for Honolulu.

San Francisco, Arrived, Oct. 24, str. Anne Johnson from Mahukona, St. 26. Portland, Arrived, Oct. 23, str. Harewood, hence Oct. 12.

San Francisco, Arrived, Oct. 23, U. S. S. T. Hix, hence Oct. 12. Seattle, Sailed, Oct. 23, str. Hyades, for Honolulu.

San Francisco, Sailed, Oct. 23, 6:40 p. m., str. Tonyo Maru, for Honolulu.