

HARBOR FACILITIES MUST BE EXTENDED FOR COMING NEEDS

Chairman Forbes Outlines To Commission Plans For An Immense Freight Landing

COMMERCE OF FUTURE CANNOT BE NEGLECTED

Plea Also Is Made For Recreation Resort Where People of City May Mingle

Plans for an immense freight landing at Piers 8, 9 and 10 were outlined in a letter from Charles R. Forbes, chairman of the board of harbor commissioners, at a meeting of the board yesterday, in the Capitol. Mr. Forbes also went into details regarding the proposed recreation pier which he hopes to see constructed on the roof of the piers now being erected.

The chairman points out the need for better and more modern facilities for handling freight, so as to reduce the cost of commodities in Honolulu and throughout the Territory generally. His letter, in part, follows:

"I beg to hand the board herewith sketches of the passenger and freight terminals to be erected on Piers 8, 9 and 10. In conformity with the policy of the board it is proposed that these buildings shall be of permanent, fire proof construction.

"Naturally in the design of wharves and wharf sheds in such a port as Honolulu, where industries are limited and materials of all kinds must be imported even the necessities of life coming from the mainland or other islands, the first consideration must be proper facilities for handling freight. Should all shipping from the coast cease, as threatened to occur during the recent longshoremen's strike, it is estimated that the business here would be at a standstill in two months.

"All vessels carry freight. Every vessel calling at this port is built to carry freight. There are no such liners as the Mauretania and the Lusitania, which carry only passengers and package express, and we have no need at this time of a wharf designed solely for embarking and disembarking passengers. The design submitted provides for a covered floor space of 187,000 square feet for handling freight.

"At a loading pier, the entire floor space of the pier which is well within the allowable limit on these piers, this space will accommodate 46,765 tons. Deducting the space occupied by offices, baggage-rooms and toilets, there is still room enough to accommodate the entire cargoes of four of the largest vessels which visit this port. Offices are provided for the use of the various steamship companies and rooms for checking baggage. As a part of the proposed waterfront belt railroad, tracks will be laid to connect the wharf with the system of the Oahu Railway and Land Company, and with the Honolulu Rapid Transit and Land Company. Convenient access to the entire floor space may be had by street, six feet wide, which encircles the customs house.

"The number of vessels which can be accommodated in any specified time will be limited only by the speed at which they may discharge their cargoes.

"As I have said the first consideration is the proper handling of freight, but the time has come when we must look into the future. Tourists are visiting these islands in steadily increasing numbers, and we grow yearly more disposed to capitalize at a higher value the impressions they take home with them. Now, it is a commonplace that the first impressions are the most lasting, and for every visitor to Honolulu the first impressions must be on the waterfront. Private capital does not neglect the value of aesthetic impressions, as witness the noble terminals in New York, Washington, St. Louis and elsewhere.

"It is our duty, then, to make the waterfront, which is our first greeting to our guests, expressive of our personality as an alert, progressive city, but there are other considerations to be taken into account.

"We are beginning, as the Associated Charities will tell you, to feel the pressure of congested population and the evils that follow in the train of such congestion. It has been the experience of large cities that one of the most effective means for combating the forces which degrade is for the municipality to supply places of wholesome amusement.

"This city feels the need of more space and more breathing ground, and a part of the proposed bond issue has been allotted, under the plans of the board of supervisors, to acquiring more parks. We can supplement this movement most effectively by utilizing the second story of our wharf structure.

"It is necessary at the outset to erect a wharf shed for freight and galleries for the accommodation and convenience of passengers. Why not expand a little while we are building, and grant a great boon to the people of Honolulu.

"Except for the moving picture theaters, which charge admission, there is no amusement for the city's leisure hours. Where could we locate more suitably and economically than on the waterfront, close to the center of population?

"In the design which I submit for your approval, we propose to erect a second story, 120 feet wide, over all three piers, to contain the recreation features. We devote a space 100 feet by 120 feet, in the center of Pier 9, to an auditorium, equipped with stage and dressing rooms, with a seating capacity of 2600 persons. This is to be

EIGHT-HOUR DAY BILL IS RECEIVED

Text Is Herewith Given of Congressional Measure Which Averted Railway Strike

The full text of the eight hour day bill rushed through congress by President Wilson recently to avoid the threatened strike by more than 100,000 members of the four railroad brotherhoods, has been received in Honolulu. It is as follows:

"A bill to establish an eight-hour day for employes of carriers engaged in interstate and foreign commerce and for other purposes.

"Be it enacted, etc., that

"Section 1—Beginning December 1, 1916, eight hours shall be the standard day of labor and service to be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation for services of all employes who are now or may hereafter be employed by a common carrier or by a railroad which is subject to the provisions of the act of February 1, 1887, entitled 'An act to regulate commerce,' as amended and which are now or may hereafter be actually engaged in any capacity in the transportation of persons or property by railroads, from any State or Territory of the United States or the District of Columbia, to any other State or Territory of the United States or the District of Columbia, or from one place in the same Territory or from any place in the United States through a foreign country, at any other place in the United States.

"Section 2—That the President shall appoint a commission of three which shall observe the operation and effect of the institution of the eight-hour standard workday as above defined and the facts and conditions affecting the relations between such common carriers and employes during a period not less than three months, in a month or more, in the discretion of the commission and within thirty days thereafter said commission shall report its findings to the President and congress; that each member of the commission created under the provisions of this act shall receive such compensation as may be fixed by the President. The sum of \$25,000 or so much thereof as may be necessary, he, and hereby is, appropriated out of any money in the treasury not otherwise appropriated for the necessary and proper expenses incurred in connection with the work of such commission, including salaries, per diem, traveling expenses of members and employes and rent, furniture, office fixtures and supplies, books, salaries and other necessary expenses, the same to be approved by the chairman of said commission and audited by the proper accounting officers of the treasury.

"Section 3—That pending the report of the commission, herein provided for and for a period of thirty days thereafter, the compensation of railway employes subject to this act for a standard day's work and for all necessary time in excess of eight hours such employes shall be paid at the rate not less than the pro rata rate for such standard eight-hour work day.

"Section 4—That any person violating any provision of this act shall be guilty of a misdemeanor and upon conviction shall be fined not less than \$100 and not more than \$1000 or imprisoned not to exceed one year, or both.

"Flanked at either end by a 100-foot rotunda, separated from the auditorium by spacious passages. One of these may be used as a dance hall and the other as a lounge pavilion. Here persons will gather in the afternoon or evening for a period of relaxation, in a delightful spot overlooking the harbor and the sea. On steamer days this will be a convenient meeting place for passengers and their friends.

"These rooms open on a thirty foot promenade extending the entire length of Pier 9 on the seaward side. On the town side of the wharf a twenty-foot concourse will afford a view of the city. Pier 8 portion of the structure will afford a sheltered passenger gallery, among which will be a display of the products of the islands. It is also planned to locate the harbor master's office in this wing, as well as an information bureau.

"Pier 10 will provide a hall 120 by 310 feet for the staging of games and sports. From Pier 9 will rise two observation towers.

"The cost will not be excessive and should not add thirty per cent to the cost of the freight piers.

"The Territory and congress have conferred upon the board of harbor commissioners the control of the harbor front. Let us show to the world that we are alive to our opportunities.

"The board, after listening to the letter, decided that at the present time it will be impossible to take any definite action, but that the whole plan should be submitted to the legislature at the next session.

"The board also investigated the difficulties which have arisen between the inspector of the board in the construction works on Piers 8, 9 and 10 and the contractor. Inspector William Greger is said to have doubted the word of Ed Lord, the head of the contracting firm doing the work, and Lord told the board that he will not take orders from Greger any more. The members of the board decided to visit the work and make a personal investigation.

"The board also decided to cover a portion of Pier 15, which is being used by Helen Low's fleet of sunbathers, so as to guard against loss in case of southern storms.

"A mass of routine correspondence was read and acted upon and many bills were ordered paid.

BERETANIA STREET IMPROVEMENT WILL PROCEED PROMPTLY

City Attorney's Office Advises Supervisors Lessee Signatures To Protest Are Invalid

MUNICIPAL ENGINEER DIRECTED TO COMMENCE

Petition Filed Against Improvement Is Found To Be Chock Full of Flaws

Improvement of Beretania street, from Nuunuu to King, is to proceed, despite the protests filed August 29. Deputy City Attorney Crispy's written opinion was submitted to the supervisors last night and, as surmised several days ago by The Advertiser, he holds that approximately thirty per cent of the protests are invalid.

The board accepted his opinion and acted upon it, adopting a resolution declaring that on August 29 sufficient protests to block the improvement were not filed; consequently the city engineer is authorized to complete his preliminary preparations, just as though no protest had been filed.

Crispy holds that protests representing ownership of only 1775.5 feet frontage in Beretania street can be allowed. This is only forty-three and seven-tenths per cent of the entire frontage affected, while the law stipulates that the project can be prevented only by a protest representing fifty-five per cent of the frontage.

This meant, in the case of Beretania, that the frontage protest would have to be 2314.5 feet. The protest which was filed and which was alleged to have been circulated at the behest of L. L. McCandless, purported to represent 2990.9 feet frontage, but Crispy's ruling eliminates 1215.5 feet.

In addition, two owners who had signed the protest have asked permission since that time to withdraw their objections. These are William A. Hall and Frank Fabin. The board last night granted their request to be effective as of August 29, the date on which the public hearing took place.

Crispy's opinion holds that lessees are without authority to protest against improvement of streets in front of premises which they occupy. He bases his contention on section 1795, of the Revised Laws of 1915, as amended by Act 164, which he asserts specifies "owners," saying nothing about lessees. The section as quoted by him states that the veto to a frontage improvement project can be given by fifty-five per cent of the owners, who file protests duly acknowledged.

In the Beretania affair, investigation disclosed the fact that several agents or owners and lessees signed the protest, and their signatures were not duly acknowledged. In one instance, five owners of the Montgomery Estate property, holding a frontage of 229.6 feet, signed the objection but the owner refused to attach his name. In another instance a protestor, relied on as owner of 130 feet, was found actually to own but seventy-two feet. In still another, a frontage of fifty feet was represented by one signer, when in reality the lot is owned by five Chinese.

In still other instances lessees were found to be renters from month to month. Those whose protests were declared invalid, in whole or in part are as follows: William A. Hall, D. Nagamori, Pang Tim, Tang See Yee, Honok, Wai Yip, Goo Chung, Pang Suan, Wo Chung Company, Lam H. Chee, Chun Chin, Fong Lee Shee, K. Tanaka and K. Ohira.

NEW JAPANESE BANK TO OPEN IN OCTOBER

The Sumitomo bank, a new Japanese institution, will be opened for business October 2, according to M. Kawakatsu, manager. The bank will be in the Wilder building, Fort and Queen streets where quarters are being prepared.

Mother and Baby Are Stowaways In Ship Ventura

Passengers Aid Mrs. Gladys Nee First Choice of T. Gather Jones, and Child

Mrs. Gladys Nee who once had first choice for T. Gather Jones and his mythical fortune, was the center of some commotion in the S. S. Ventura which arrived yesterday from the Coast, when that vessel was a few hours out from the Golden Gate. The liner was well on her way, with the Parallels fading behind her, when Mrs. Nee, carrying her two-year-old baby, appeared before Captain Dawson and introduced herself as a stowaway. She told the startled skipper that she was stony broke and just had to get to Honolulu.

Well-gowned young ladies with babies are not the kind of stowaways Captain Dawson is accustomed to deal with. A bunk with the crew and a job in the galley was not to be thought of; the ship's brig was no place for a two-year-old with curly yellow hair, and the tears that were already flowing precluded the idea of having Mrs. Nee arrested at the end of the trip. To cap the skipper's embarrassment the steerage carried only men passengers, and the girl stowaway could not be put there, while the second-class was filled to the last berth. It just happened that there was one vacant stateroom in the first class, and pending developments the stowaway mother and babe were escorted to one of the best cabins in the ship.

Mrs. Nee is a daughter of Dr. F. Schurmann, corner of Beretania and Union streets, and Captain Dawson, wireless him, informing him of his daughter's and granddaughter's predicament and asking him if he would arrange for the payment of the passage money. Doctor Schurmann wire-lessly back, saying in effect, "No, nothing doing, refusing absolutely to come to his daughter's rescue. C. Brewer & Co. also wire-lessly the skipper that they could secure no agreement from Doctor Schurmann to make a move to help in any way.

Word of the plight of the mother of the baby, which played happily around the deck and was an immediate favorite amongst the other passengers, became known on the ship. Mrs. Nee kept herself secluded in her stateroom. Passengers Make Up Purse

The story created sympathy, especially when it became known that the father in Honolulu had refused help, and a collection was taken up, the proceeds being enough to pay the required passage amount and leave a few dollars over, so that Mrs. Nee would not be compelled to land here penniless. Her plight resulted from her failure to locate her sister on the Coast, whom she had recently gone to join.

SENATOR DESHA'S SON WOULD PRACTISE LAW

Files His Application in the Supreme Court

Stephen L. Desha, Jr., of Hilo, now visiting in the city, filed in the territorial supreme court yesterday his application for admission to the bar, which will entitle him to practise law in all the territorial courts.

In his application Mr. Desha says that he is an American citizen, thirty years old, residing at Hilo, and that he took a three years' course in the law school of the George Washington University, Washington, D. C.

As to his character, Mr. Desha refers the court to Attorneys Howard L. Greer, Charles S. Davis and William H. Heen, the last named being a deputy attorney general.

Desha is a son of Rev. S. L. Desha, pastor of the Haili Church in Hilo and one of the Big Island members of the Debs senate, and a brother of Jack R. Desha, Delegate Kaimanole's private secretary.

SPORTS GREATEST REGATTA EVER, PREDICTION OF EVERYONE

Rival Oarsmen Ready For Annual Regatta; All Crews Are Strong and Seem To Be Favorites; Hilo 'Dark Horse'

Interest in the Regatta is growing intense. Groups may be found congregated at different places speculating as to the probable winners. Of course the senior six-oared barge event is the talk of the day and from the rumors now circulating all four of the crews seem to be the favorites. One clique says it that the Healanis are sure to win; another group is willing to wager their last cart-wheel on the Myrtles; still other fans are of the opinion that the Honolulu will nose across the finish line in the lead; while the Hilo contingent are certain that they can beat any barge on the harbor by a length. At any event the senior race gives promise of being the very best fight ever witnessed on a Regatta day.

There is no denying that each of the four clubs has exceptionally strong crews in the field this year. The Healanis have a formidable six in D. C. Buick, stroke; J. H. Woodhouse, 5; K. K. Kanaokuni, 2; E. L. Derby, bow. Buick has a world of strength as a sculler, and the crew at top stroke. He graduated from the freshman to the senior crew, which is an unusual occurrence. Bob Fuller has been absent from the rowing game for five years and did not touch an oar until last Friday. The husky diver was in good shape and much to the surprise of everyone went right in and made the crew. This was Hollinger's first appearance in the row for two years. He has been a good oarsman and his strong pull will not noticeably to the speed of the six. Derby is conceded to be a star. Kanaokuni, better known as the Hawaiian Jon, is pulling his first year in the senior barge. He gave a good account of himself in the most consistent and stable man of the crew is Woodhouse. "Stubby" Kruger, claimed by his followers to be the star of stars, as a coxswain, will hold the tiller for his crew. The Healanis will use an unnamed boat, which they maintain is the best boat in the harbor. This boat was built in Honolulu at very little expense. With his lineup the Blue and White hope to win the big event of the day.

But the Myrtles have a crew that must be reckoned with. Frank A. Beecher, who was stroke in 1912 for the Myrtles against the Alameda club and who has not been in the game since then, will stroke this year's six. Boyd & No. 3, will pull his first year in a senior boat, although he was stroke in last year's Junior crew. The fourth seat will find Duke Kahanamoku pulling a great oar. Parker, No. 3, who is an all-round athlete has made a very creditable showing in the barge work. The senior stroke of last year, Anderson, will be at No. 2.

Carter will undoubtedly set in the bow. With Oes, in the pair-oared boat

last year, they defeated the Healanis double. The Red and White feel this sextet is capable of cleaning up anything that dips an oar in the translucent waters of the harbor.

The Honolulu have made good and will be contenders, despite the handicap they have had resulting from lack of oars and poor barges. Their boat will be the poorest one entered. Their stroke, Herman Gramberg, is as fine a leader as any club can boast of. Rose, Royd, Timus, Stone and Smith are in the pink of condition and will give a mighty good account of themselves. Coach Conkling has been working extremely hard with these men and is of the opinion that they will enter the race Saturday fit as it is possible to make them. Hough is as good a coxswain as any of the clubs can talk about. He sat in the stern in a majority of the winning barges, when with the Myrtles. There are plenty of backers who will stake their last jitney on the Gold and Black.

How about Hilo? The visitors seem to be the "dark horse" of the Regatta. There is no doubt that the Crescent city six is strong. They have tremendous speed and a fast getaway. The boat they will use, the Iwawuni, J. is said to be one of the fastest that ever won. It's way down the harbor course. Hilo is very confident and Captain Nicola, of the opinion that his huskies will cross the tape, at least a length ahead of the next boat. Every man pulling for the Red and Gold is a veteran. Three of them, Nicola, Rowatt and Debs, are old Healanis oarsmen and need no introduction.

The freshman race, which comes next to the senior event will undoubtedly be a duel between the Healanis and Myrtles. Both have a husky and well trained crew and it is a toss up as to the girls for the winner.

One of the most interesting events of the Regatta will be the six-oared barge race between the two girls' crews from the Kunalu boat club. The "Buds" have been working hard on the coaching of "Dad" Carter and give every indication of being able to hold their own against the "Blues." This is the first time in a good many years that crews, manned by girls, have been entered on a Regatta card. These girls do not play at rowing but take as great, if not a greater interest in the game than the boys. They are attentive and have profited immensely in the past few weeks by the coach's instructions.

The Myrtles, and Healanis declare at "open house" on Regatta day, and from the time old Sol sticks his nose over the Koolan range until he goes to bed in the west the harbor front will be a scene of gaiety. Refreshments will be served and dancing will be in order.

BRAVES ADVANCE ON COBB COMING UP DEFEATED DODGERS FAST ON SPEAKER

CHICAGO, Sept. 2.—Ty Cobb is making a gallant sport to win the year's batting championship in the American league. Averages printed here today show the Detroit player has increased his percentage by five points, while Speaker, still leading the league, lost nine in the last week so that Cobb is now only nine points behind. Cobb has taken the lead in runs scored with 88 and holds the home-steady lead with 48. Jackson is in front in total bases with 243. Weaver, Chicago, and Chapman, Cleveland, in sacrifice hits, with 34 each. Pipp, New York in home runs, with 14 and Detroit in team hitting, with 290.

The leading batters: Speaker, Cleveland, .377; Cobb, Detroit, .368; Jackson, Chicago, .350; Strunk, Philadelphia, .308; Gardner, Boston, .305; Roth, Cleveland, .303; Sisler, St. Louis, .301; Felch, Chicago, .293; Nunamaker, New York, .292; High, New York, .291.

Leading pitchers for 21 games: Earned runs W L Per per game Cullop, N. Y. .12 3 .80 2.31 Morton, Cleveland, .12 5 .706 2.51 H. Clevolek, Detroit, 9 .696 1.70 Faber, Chicago, .12 6 .697 2.37 Koss, St. Louis, .8 4 .697 2.12 Russell, Chicago, .14 8 .693 2.58 Benz, Chicago, .7 6 .629 2.01 Groom, St. Louis, .12 7 .631 2.67 Johnson, Wash., .27 16 .628 1.94 Daubert holds the lead in the National. Carey, Pittsburgh, is still in front in stolen bases, with 45; Flack, Chicago, in sacrifice hits, with 34; Williams, Chicago, in home runs, with 10; Wheat, Brooklyn, in total bases with 198; Burns, New York, in runs scored, with 77, and Brooklyn in club batting, with 261.

Leading batters: Daubert, Brooklyn, .325; Wagner, Pittsburgh, .318; Hornsby, St. Louis, .317; Robertson, New York, .316; Wheat, Brooklyn, .314; Chase, Cincinnati, .311; Long, St. Louis, .304; Hinchman, Pittsburgh, .302; Zimmerman, Chicago-New York, .287; Stock, Philadelphia, .296.

Leading pitchers for 21 games: Earned runs W L Per per game Hughes, Boston, .15 3 .833 2.90 Marand, Boston, 9 3 .750 1.23 Alexander, Phila, .25 9 .733 1.45 Rixey, Phila, .18 6 .722 2.01 Chesney, Brooklyn, .13 6 .711 1.58 Pfeffer, Brooklyn, .19 9 .679 2.11 Mamans, Pitta, .17 9 .654 2.25 Ruppel, Boston, .13 8 .652 2.23 Benton, N. Y., .10 6 .652 2.23

SAINTS BEAT ANGELS: STEP ON TIGERS' TAIL

PACIFIC COAST LEAGUE. W L Per Los Angeles 81 62 .268 Vernon 81 69 .169 Salt Lake 75 61 .330 Portland 71 64 .528 San Francisco 78 74 .313 Oakland 54 97 .359

Yesterday's Results Vernon 1, Portland 4. Salt Lake 9, Los Angeles 7. San Francisco 2, Oakland 6.

(Associated Press by Federal Wireless) SAN FRANCISCO, September 14.—Salt Lake crept up to within one per cent of the Tigers when they won from the Angels and Vernon dropped one to Portland. Oakland is showing that improvement they have been seeking for so long, and took the Seals into camp by a good score.

Even the race on the Coast has settled into one of drills. Never before in the history of baseball has there been so many teams within reach of the flag at this time of the season.

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